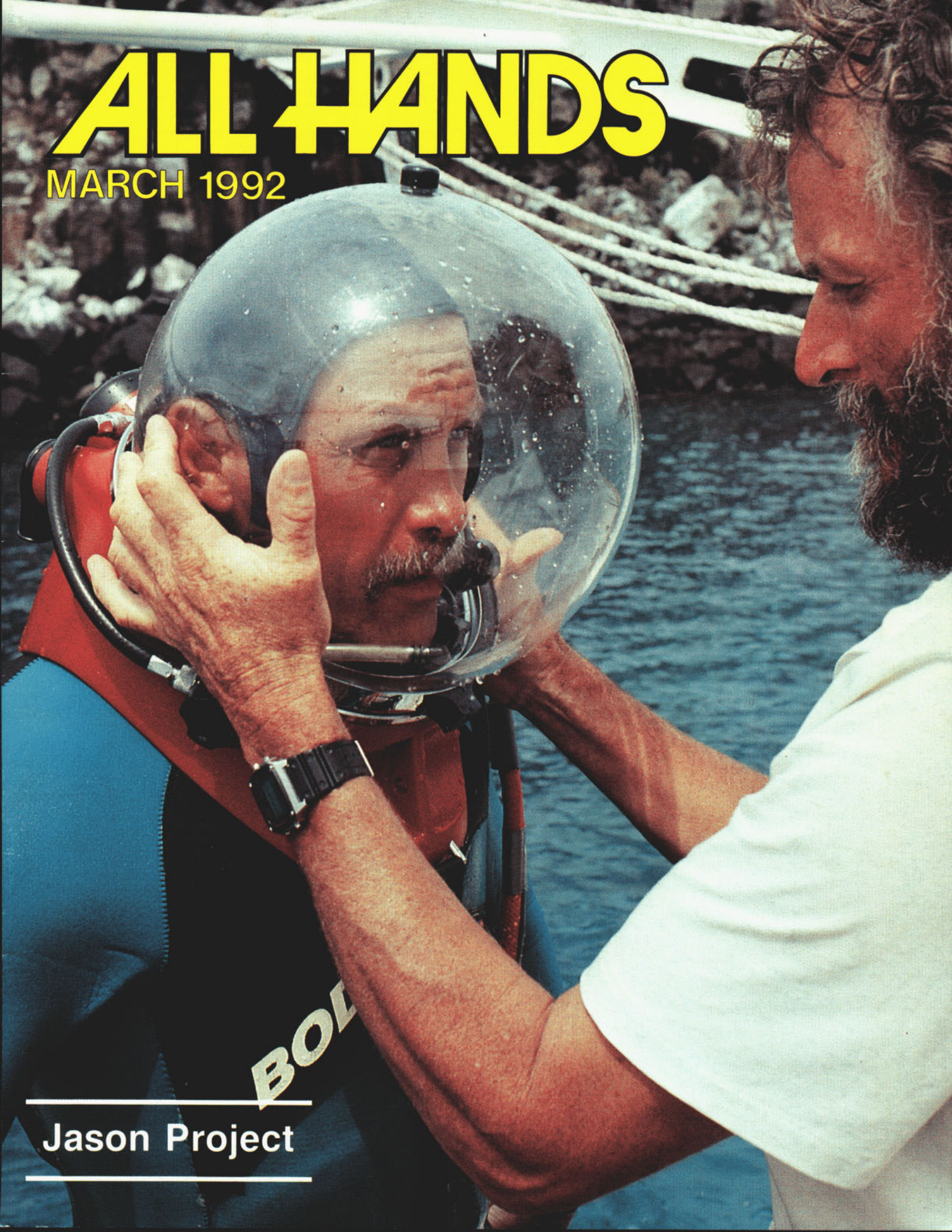


# ALL HANDS

MARCH 1992



BOL

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Jason Project

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A mother and child seeking refuge debark U.S. Coast Guard Cutter Courageous at Naval Base Guantanamo Bay, Cuba, after fleeing their Haitian homeland. More than 10,000 Haitians were relocated by Coast Guard, Navy, Marine Corps and Army personnel during "Operation Gitmo." Photo by PH1 Timothy G. Wood.



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# ALL HANDS

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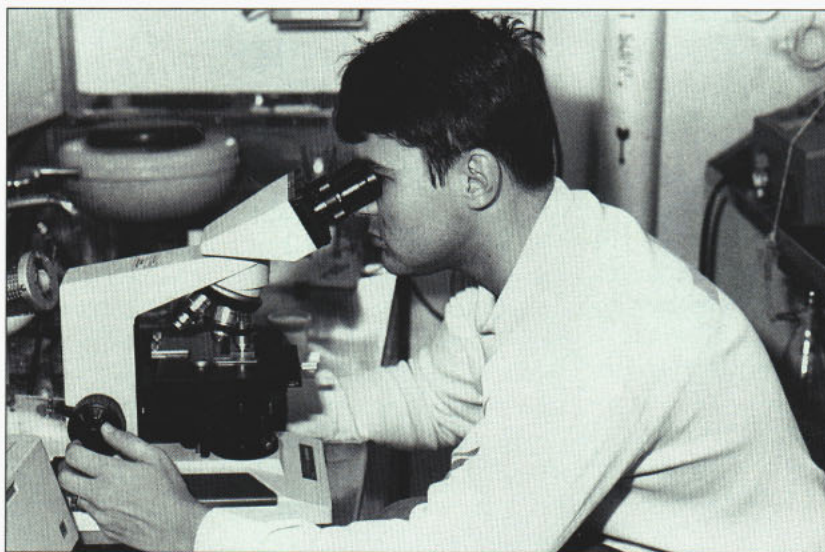


Photo by JO1 Robert F. Pailthorpe

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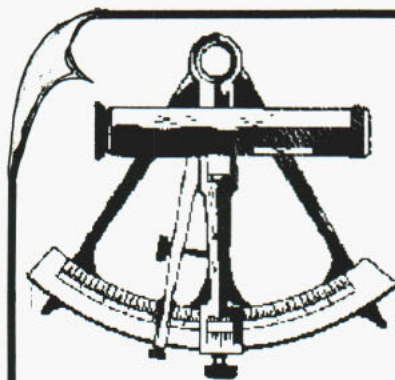
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**Front Cover:** Dr. Gerard Wellington (left) of the Jason Project, is helped into a diving helmet by Godfrey Merlen. Wellington used the clear helmet while diving off the Galapagos Islands as part of the on-site television broadcasts sent via satellite to Jason Project students in North America. Photo by PH1(AW) Joseph Dorey. See story Page 26.

**Back Cover:** The varied wildlife of the Galapagos Islands includes: (clockwise from top) a blue-footed boobie, a saddleback tortoise, land iguana with sea lion and the Galapagos penguin. Photos by PH1(AW) Joseph Dorey. See story Page 18.





## Voting guide now available

The 1992-93 Voting Assistance Guide, containing state-by-state voting procedures and other information necessary to coordinate a successful absentee voting program, is available to all Voting Assistance Officers (VAOs). Navy and Marine Corps VAOs are automatically supplied the guide through standard Navy distribution. The State Department will send a copy of the guide to all VAOs at embassies and consulates.

VAOs who have not received the guide should contact their Voting Action Officer at the number listed below.

Department of the Navy: Thelma Jones at (703) 697-6621, (AV) 227-6621. Marine Corps: Capt. Patrick Muir at (703) 693-7885, (AV) 226-2063.

## Gulf War vets offered tax help

The Internal Revenue Service (IRS) published a booklet in February 1991

# From the charthouse

called "Tax Information for Those Affected by Operation *Desert Storm*" (IRS Publication 945). This publica-

tion outlines subjects such as combat pay exclusion, filing extensions and decedents. Copies of the booklet are still available by calling the IRS toll-free at (800) 829-3676, or by writing to: IRS Form Distribution Center, P.O. Box 25866, Richmond, Va. 23260.

In addition, veterans having questions regarding the war-related tax break can call toll-free (800) 829-1040.

## Guidance issued for unused tickets

When Pan American airlines closed its doors Dec. 4, 1991, a few DoD travelers were affected, according to the Military Traffic Management Command (MTMC), Passenger Traffic Division.

If you are holding unused Pan Am tickets, MTMC advises you to follow these procedures:

- Tickets purchased from commercial travel offices (CTOs) [e.g. Scheduled Airline Travel Office

(SATO)] should be returned to the CTO for a refund.

- If a ticket was purchased directly from Pan Am, a refund attempt should be made directly with Pan Am.

- If a ticket was purchased through an individual's government Diners Club card, any unused tickets should be sent, via registered mail, return receipt requested, to: Citicorp Diners Club, Inc., P.O. Box 10824, Chantilly, Va. 22021-0824. A credit will normally be made to the account within 45 days.

- If a ticket was paid for by a government transportation request, unused tickets should be returned to the issuing transportation office.

Overseas SATOs operated by Pan Am implemented contingency plans whereby airlines stepped in to ensure the change in operations would be as smooth as possible.

MTMC continues to monitor the situation to ensure that interruption to customer service is minimal.

## Publication notes joint warfare history

"Joint warfare is team warfare," according to a new publication titled "Joint Warfare of the U.S. Armed Forces." Also called "Joint Pub 1," the book is an initiative by Army General Colin L. Powell, Chairman of the Joint Chiefs of Staff, to explain how our forces operate and fight jointly.

The 80-page book illustrates historic examples of how teamwork wins wars. It is being sent to officers O-4 and above and to senior enlisted men and women to communicate the joint warfighting focus of the future. Copies of "Joint Pub 1" can be obtained from: Navy Publications and Forms Center, 5801 Tabor Ave., Philadelphia, Pa. 19120-5000.


## Microfiche review key to moving up

The master service records of all sailors — both active and inactive duty — are maintained on microfiche at the Bureau of Naval Personnel (BuPers), Washington, D.C. The microfiche is used for selection boards and casualty response, and should be reviewed at least annually to verify its accuracy.

Microfiche review is especially important when preparing for selec-







tion boards. For example, first class petty officers who are eligible for selection to chief petty officer should be inspecting their microfiche records now to prepare for the E-7 selection board which convenes in June, and lieutenants who are eligible for lieutenant commander should also be reviewing microfiche copies now, to prepare for the O-4 line selection board which convenes in May.

To review your microfiche record, visit the records review room in the Navy Annex (Room 3036), or request a copy by mail. Write to: Bureau of Naval Personnel (Pers 313D), Washington, D.C. 20370-5313.

The request form (NavPers 1070/879) is available from personnel offices and personnel support detachments. A microfiche hand viewer is available for \$4 by check or money order, made payable to the Treasurer of the United States. Be sure to include your full name, signature, social security number and complete return address.

See NavMilPersCom-Inst 1070.1A for guidelines on document submissions and a list of documents retained in the microfiche record. For information, call BuPers at Autovon 224-2983/3654, or (703) 614-2983/3654.

### **CHAMPUS "catastrophic cap"**

The limit, or "cap," on how much families will have to pay for CHAMPUS-covered medical bills from Oct. 1, 1991 through Sept. 30, 1992 has been

set at \$1,000 for active-duty and \$10,000 for all other CHAMPUS- and CHAMPVA-eligible families.

The cap helps protect families from catastrophically high medical expenses. It applies to the

amount of money needed to meet the family's annual deductibles for outpatient care and cost-shares for both inpatient and outpatient care, based on allowable charges for covered care received in any one fiscal year.

Bills for care not covered by CHAMPUS, or charges beyond those CHAMPUS determines to be reasonable or "allowable," are not capped; they must be paid in full by family members or their sponsors. Likewise, costs paid by families under CHAMPUS' Program for the Handicapped are not counted toward the cap.

### **Blood supply low, donors needed**

During Operations *Desert Shield/Storm*, the Navy Blood Program never suffered from a shortage of donors. Because of the tremendous support it received, the program was able to meet the requirements for blood, not only at medical units in the Persian Gulf, but at Navy medical facilities worldwide.

Unfortunately, in the last several months, donations to the Navy Blood Program have trailed off, and the Navy's blood supply is low. CDR Bruce Rutherford, head of the Navy blood program, said the low supply can be attributed to the winter months being flu season, and also to the loss of *Desert Storm* veterans from the donor pool.

"Service members who have the flu are not eligible to be donors," explained Rutherford. "Also, those people who served in the Persian Gulf are precluded from

donating because of the remote possibility they contracted the Leishmania parasite," an organism which has caused a mild illness in some veterans of the Gulf War.

Rutherford also added that receiving flu shots does not prevent service members from donating.

The Navy Blood Program can collect, process and manufacture blood and blood products much more cheaply than purchasing blood from the civilian community. Each unit of blood donated by Navy and Marine Corps personnel will go directly into the Navy's blood supply. To meet Navy medicine's commitments, more than 1,100 units of blood need to be collected per week.

The Navy Blood Program is seeking the assistance of all Navy and Marine Corps personnel to help get blood supply levels back up. Donate a unit of blood and help be a lifesaver. □

### **New BEQ offers rooms for 400**

Ground has been broken for a \$9.5 million Bachelor Enlisted Quarters at the Naval Hospital Corps School, Great Lakes, Ill.

The Naval Facilities Engineering Command's Northern Division is supervising the design and construction of the 87,000-square-foot facility, consisting of two four-story wings connected by a one-story reception and administrative area. The new facility, to be completed by March 1993, will house 416 students in 208 two-person rooms. □



# "Blue Ghost"

## *A half-century of valiant service ends*

**L**exington — the name evokes images of a New England town where colonial farmers fired "the shot heard around the world" as they stood up to the British army to secure freedom from the crown.

*Lexington* — the name has been used in the Navy to inspire sailors to emulate the spirit of those colonists whose idealistic stand has meant so much to every generation of Americans since 1775.

*Lexington* — the name now goes down in naval history accompanied by one of the most glorious and decorated past of any ship in the Navy. With the decommissioning of USS *Lexington* (AVT 16), the latest "Lady Lex," it is appropriate to examine her storied past.

*Lexington* (CV 16), the fifth ship to carry the name, was pressed into action following the sinking of her namesake (CV 2), heavily damaged by a Japanese attack May 8, 1942. CV 2 took at least two torpedo hits and three dive bomber hits by the Japanese during the battle. Though she fought mightily, she had to be sunk by USS *Phelps* (DD 360) once her damage was determined to be too extensive.

As *Lexington* (CV 2) gave her final shudder and slipped beneath the waves, the hull of a new aircraft carrier rested in the ways at the Fore River Shipyard in Quincy, Mass. — her planned name: USS *Cabot* (CV 16).

The Navy released the story of CV 2's sinking June 12, 1942, and the tragic news stirred particularly deep emotions among the citizens of Lexington, Mass. The following day the townspeople formed a committee and launched a campaign to have another vessel carry the name *Lexington* to war. The quest was enthusiastically taken up by the workers at Quincy Shipyard who sent the following telegram to then-Secretary of the Navy Frank Knox on June 16, 1942:

"Twenty-three thousand workers at Bethlehem's Fore River Yard where the *Lexington* was built, respectfully urge you to give the name *Lexington* to your carrier CV 16. We glory in the achievement of that fine ship, the sacrifice of which, to many of us, is a personal loss. We pledge our utmost efforts to build ships with all the speed and all the skill that is in our power. We beg the privilege to produce another *Lexington*."

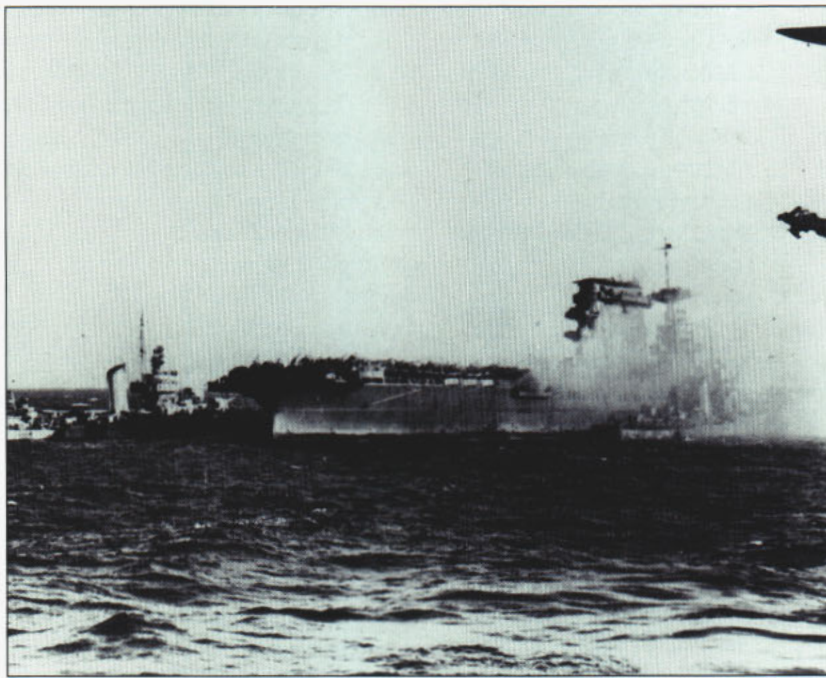
Knox evidently was impressed, and the request was approved. The shipyard personnel worked with a renewed fervor. Their energies resulted in the ship being launched more than a year ahead of schedule, on Sept. 26, 1942, slightly more than 14 months from the laying of the keel.

On Feb. 17, 1943, at the South Boston Navy Yard, USS *Lexington*'s commissioning pennant was hoisted. Six months later, she saw her first combat during enemy raids on Tarawa and Wake Islands while attached to the newly-formed 5th Fleet. Thus began a valiant, 48-year record of service — both in war and peace.

Within four months of her arrival in the Pacific, *Lexington* had seen

action throughout the theater — the Gilbert Islands, Marshall Islands, Kwajalein and Roi — and her air wing had downed more than 40 enemy planes, damaged two enemy cruisers and a cargo ship.

The night of Dec. 4, 1943, a Japanese torpedo plane came in fast off the carrier's starboard side and launched its torpedo, which slammed into the ship's starboard quarter. *Lexington* settled five feet by the stern, her steering gear disabled, and began to circle to port. After 20 minutes the rudder was returned amidships and *Lexington* steered by her engines. *Lexington* returned to Pearl Harbor for emergency repairs. The device used to bring the rudder back amidships was an emergency







Opposite page: USS *Lexington* (CV 2) was badly damaged in the early days of World War II. She had to be sunk shortly after this photo was taken May 8, 1942. Left: The next *Lexington* is launched Sept. 26, 1942.

hand-operated steering unit designed by LT P.N. MacDonald, one of the ship's officers. After its successful use, it was incorporated on all *Essex*-class carriers.

After this engagement, the propagandist "Tokyo Rose" reported *Lexington* had been sunk — the first of many times this erroneous report would air. Because of this and the blue-gray color of her hull, she was nicknamed "Blue Ghost" by the Japanese Imperial Navy.

Following repairs the ship returned to full service in the spring of 1944 and launched air strikes against enemy shipping in the Palau Island area, hit Woleai, and supported Army landings off Hollandia, Dutch New Guinea. *Lexington*, much to her crew's surprise, was again reported sunk by Tokyo Rose.

The Battle of the Philippine Sea began June 19, 1944, when the first of many enemy raids was intercepted by combat air patrol. The enemy planes were either shot down or forced to turn back. By the end of June 19, more than 392 enemy planes had been destroyed — *Lexington's* score marked at 45 sure, four probable and three destroyed on the ground. RADM Samuel Eliot Morrison, in his *History of United States Naval Operations in World War II*, credits CDR Paul D. Buie of *Lexington's* Fighter Squadron 16 with giving this day's work its nickname, "The Mariannas Turkey Shoot."

The following day search planes discovered a Japanese task force 340 miles away. An air strike was launched, with U.S. planes leaving one carrier smoking badly and another carrier on fire. The planes returned from the strike after dark low on fuel. In order to save the pilots, RADM Marc Mitscher ordered the task force to "turn on

your lights" so the pilots could see the carriers. The pilots landed on any carrier they could find. Many ran out of fuel or were too badly damaged, so they ditched in the water next to the escort ships, and waited to be rescued.

On Nov. 5, 1944, *Lex* was off Luzon during the bombing of Philippine airfields and shipping in Manila harbor. A group of enemy planes evaded combat air patrols by hiding in heavy clouds to strike the task force. At 1 p.m., a lone enemy plane was shot down 1,000 yards off *Lexington's* starboard beam. Another determined Japanese flyer began a suicide dive for the carrier, and despite being hit several times, was able to crash near the ship's island. The signal bridge received serious damage and several gun emplacements were knocked out. Forty-seven men were killed and 127 wounded. Once again, Japanese propagandists reported the Blue

**After "Tokyo Rose" reported *Lexington* sunk on numerous occasions, the Japanese Imperial Navy nicknamed her the "Blue Ghost" because of the blue-gray color of her hull.**

Ghost sunk. Yet, within 20 minutes all fires were under control and flight operations resumed.

Following repairs, *Lexington* supported the capture and occupation of Iwo Jima as Task Group 58 flagship. On Feb. 16 and 17, 1945, air strikes were directed against airfields near Tokyo. Close-air support was provided during the actual landings on Iwo Jima two days later.





For 28 years Lady Lex was the only training carrier in the Navy. Scores of Navy pilots learned the do's and don'ts of carrier aviation from the Blue Ghost's decks. Right: The Blue Ghost will no longer sail. After a half-century of valiant service to the fleet, she was decommissioned Nov. 8, 1991, etching the final entry in a glory-filled deck log.

All offensive air operations against Japan ceased on Aug. 15.

To ensure that enemy units complied with the surrender terms, *Lexington's* planes flew combat patrol over Japan immediately following the Japanese surrender. Medical supplies, food and clothing were air dropped by parachute over Allied POW camps. *Lexington* entered Tokyo Bay on Sept. 5th, 1945 — the first carrier to enter the bay following the cessation of hostilities — and continued operations in support of the occupation of Japan. On Dec. 3, the ship left Tokyo Bay and transported military personnel to the United States, arriving at San Francisco Dec. 15, 1945.

During World War II, *Lexington* spent a total of 21 months in the combat arena. Her aircraft destroyed 372 enemy planes in the air and 475 more on the ground. She sank or destroyed 300,000 tons of Japanese shipping and damaged an additional 600,000. The ship's guns shot down 15 planes and assisted with five more.

On May 23, 1946 *Lexington* arrived in Seattle to await deactivation. She was decommissioned April 23, 1947. While in "mothballs," *Lexington* was redesignated an attack carrier, and moved into dry dock for a major conversion, including an angled deck, a pair of steam bow catapults and an enclosed hurricane bow. The

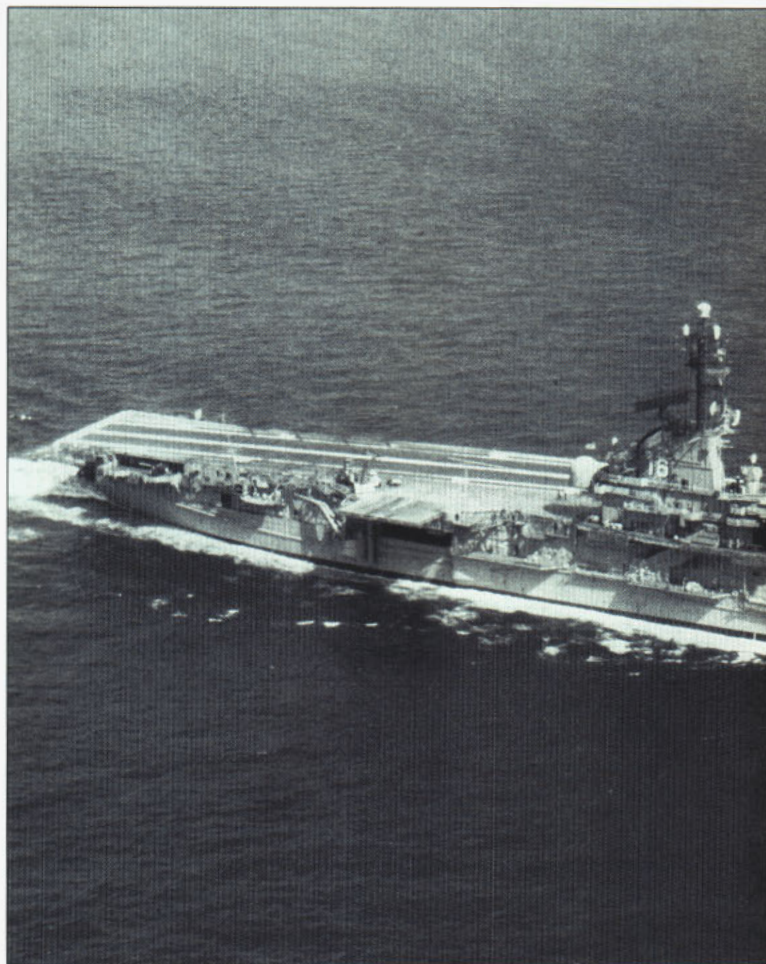
massive job took almost two years to complete. On Aug. 15, 1955, USS *Lexington* (CVA 16) was recommissioned. She remained a Pacific Fleet asset, operating from her new home port of San Diego.

As before, *Lexington* was there in times of crisis. Her refresher training was interrupted by the Lebanon crisis, she was off Taiwan during the Formosan Crisis and on standby during the 1960-61 Laotian Crisis.

In 1962 *Lexington* received orders to report to the Atlantic Fleet to relieve USS *Antietam* (CVS 36) as the Navy's training carrier. She was redesignated CVS 16 on Oct. 1., and was scheduled to arrive at Pensacola, Fla., by late November. But another crisis changed her schedule.

President Kennedy announced a blockade of Cuba, and *Lexington* left the yards in spite of two weeks of unfinished work. With an air group on board, she operated in the Jacksonville, Fla., area awaiting orders. After tensions diminished, *Lexington* relieved *Antietam* in December 1963.

Since then, *Lexington* has operated in the Gulf of Mexico as a training carrier. On Jan. 1, 1969, *Lexington* was officially designated CVT 16. She was redesignated





AVT 16 on July 2, 1978. Until USS *Forrestal* deployed to relieve her as training carrier, Lady Lex was the only aircraft carrier to put to sea with women crew members.

*Lexington's* primary mission, since 1978, was to conduct carrier qualification landings and launches for student and fleet naval aviators. Her carrier qualifying periods are about 10 days in length.

Student naval aviators who are designated to fly tactical aircraft from fleet carrier decks are provided two opportunities during their 18 months in the training command to carrier qualify. Initial experience comes in the T-2C *Buckeye*, in which students perform two "touch-and-goes" and four arrested landings and catapult shots, accumulating nearly 100 hours in the jet.

Advanced jet training arrives in the form of a TA-4J *Skyhawk* for the fledgling aviators. Each student needed 60 to 100 hours in the TA-4J prior to qualifying on *Lexington*. The qualification process in the TA-4J was two

"touch-and-goes" and six arrested landings and catapult shots aboard *Lexington*.

About 70 percent of *Lexington's* carrier qualifications

**"Lexington, you have earned a place in history — brave, noble and proud, a lasting symbol of peace and freedom, your memory shall not pass."**

were training command students, while the remaining 30 percent were dedicated to qualifying fleet replacement and fleet and reserve squadron pilots of the A-6 *Intruder* and A-7 *Corsair*. The fleet squadrons performed two "touch-and-goes," 10 arrested landings in daylight, and six arrested landings at night.

*Lexington* has accomplished a "world record" — 493,248 arrested landings. Untold numbers of student pilots have demonstrated their exceptional abilities in carrier qualification on *Lexington* — their final and most crucial exam for earning their coveted "Wings of Gold" and joining the fraternity of naval aviators.

The Blue Ghost finally sailed into the heavy fog of U.S. naval lore during an emotional decommissioning ceremony Nov. 8, 1991. The crowd gathered at Allegheny Pier at Naval Air Station Pensacola was on hand to witness a feat that all the enemy warships and aircraft in World War II failed to accomplish — the silencing of Lady Lex's proud engines.

Many of her exploits were recounted in remarks by Chief of Naval Operations ADM Frank B. Kelso II during the decommissioning ceremony. *Lexington's* value to the fleet was noted by VADM Richard M. Dunleavy, Assistant Chief of Naval Operations, Air Warfare, as the commissioning pennant was finally lowered and handed over to Lady Lex's commanding officer, CAPT William H. Kennedy.

"I am humbly honored to be USS *Lexington's* last commanding officer. Neither words nor today's memorable ceremony can adequately sum up what *Lexington* has accomplished and represented so well for so long," Kennedy said. "*Lexington*, you have earned a place in history — brave, noble and proud, a lasting symbol of peace and freedom, your memory shall not pass. I salute you! May the legacy of the 'Blue Ghost' live on in our minds and hearts forever." □

LT Maureen Ford, PAO USS *Lexington* (AVT 16) compiled this article from ships' histories and other sources.





# Midshipmen ashore

*An explosive experience  
deep in the U.S. heartland*

Story and photos by JO1(AW) J.D. DiMattio

**N**estled in Indiana, tucked away in the Corn Belt hundreds of miles from any pier or naval vessel, is a Naval Surface Warfare Center located on Crane Army Ammunition Activity (CAAA). Each summer, midshipmen from around the country come to this Midwest facility to take part in a unique program where they learn about weapons and explosives they will work with once they begin shipboard tours.

The summer program, called Operation Grassroots, offers midshipmen firsthand knowledge of weapons assembly by working on production lines. Guided by the keen eyes and experienced hands of Crane's civilian workers, midshipmen gain the wisdom from more than 300 years of combined experience — those who built projectiles for World War II, the Korean War, the Vietnam War and the Gulf War.

"Midshipmen have a couple of choices in the summer. We all have to take a four-week shipboard tour, but third class midshipmen have a choice," said Midn. 3rd Class Greg Zettler. "We can select where we want to go for a second four-week tour. I chose Crane because it seemed like an interesting experience and a chance to see a different part of the Navy."

Midshipmen journey into many production line settings, from the

5-inch 54-caliber illumination round production lines, to the massive 16-inch projectiles used on battleships. Their training also delves into small arms, including firing the new 25mm cannons.

One student, a former enlisted sailor who was part of a naval gunfire support team (NGST) during Operation Desert Shield and Desert Storm, has seen the result of his labor and the labors of those teaching him at Crane.

"Working here with the 5-inch, 54-caliber illumination rounds, I can see just how much work goes into them. It's hard for me to believe that six man-hours go into making each round — during the war, it only took us 30 seconds to shoot it," said Midn. 3rd Class Keith Hartman.

But the summer program isn't just learning about weapons — it's a cost-efficient tool. From making the ordinance to firing it, these future officers learn not only how much work goes into making the armaments, but the cost involved as well. Whether rounds fired from jets, arms carried on "small boys" or the massive 2,000-pound projectiles of the battleships, the appreciation they gain is a lasting one.

"It's something I wish I had when starting out in the military," said CAAA Commander Army Lieutenant Colonel David Marks. "We just assumed that we were provided with



as many bullets or bombs or projectiles as we needed for training or for operations, without regard to what went into their production."

While on the production lines, students gain a keen insight into the importance of safety — from the start of the weapon's production until it is actually fired.

"This training has given me a good view of what goes into production of weapons and how to fire a safety test. I know that if I were to have these weapons on my plane with all the tests that they do here and all the precautions that they take, I'd feel 100 percent confident carrying them," said Midn. 1st Class John Baron.

Students don't just work production lines — they also do a stint at the disposal site where they take on the not-so-glamorous job of cleaning





**Left: GMG2 Sandy Stone oversees Midn. 3rd Class Jay Schultz in the operation of the Navy's newest ship-board cannon. Below: Midn. 3rd Class Greg Zettler (left) Midn. 3rd Class Beth Malecha (center) and Midn. 3rd Class Michael Gardner (right) take on the arduous, but essential task of cleaning out shells for recycling.**

used 3-inch mortars. Garbed in hospital-like hair nets, gowns, goggles and gloves, they find the value of their deeds in this dirty task.

"Stripping the shells is important because, after the contaminants are cleaned out, the shells and scrap metal can be recycled to make new projectiles. There can't be any of [the dye] left. In order for the shells to be reused, they have to be totally clean," said Midn. 3rd Class Jay Schultz.

At the small arms firing range and in the small arms shed, students receive instruction from sailors on operation and cleaning of weapons.

"It's good when they get this training," said Gunner's Mate (Guns) 1st Class Sandy Sanders, the small arms instructor. "If they become a division officer or weapons officer, they already have the knowl-





**Midn. 3rd Class Keith Hartman demonstrates the proper loading of the 5-inch, 54-caliber illumination rounds.**

edge of how weapons work and what kind of condition they should be in, which could avoid problems later."

"The training I'm getting here is great. I've done a lot of production work, and I've seen the amount of money that goes into producing a 5-inch, 54-caliber round," said Midn. 3rd Class Michael Gardner. Yet, learning about making weapons took a back seat to actually firing the 25mm cannon.

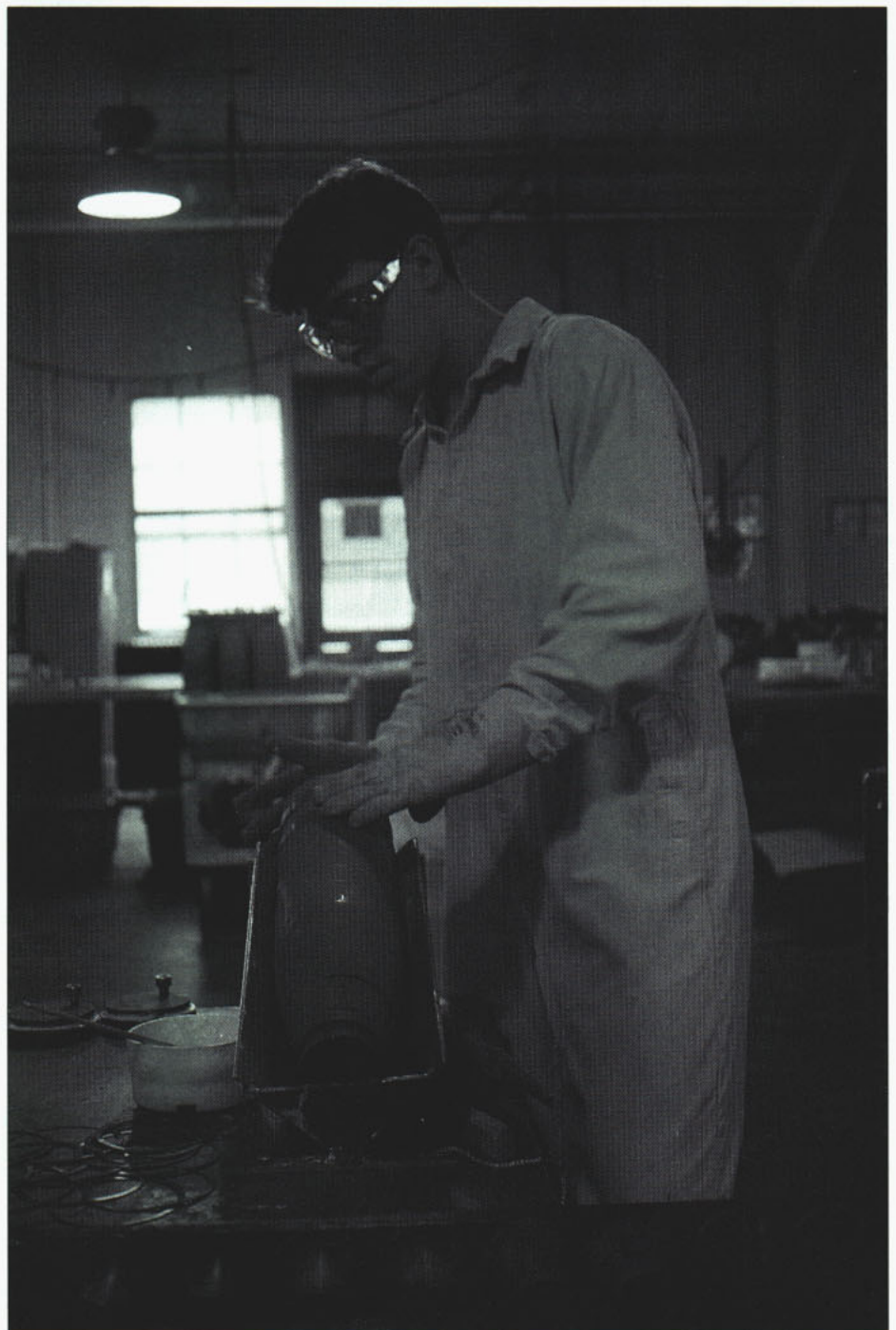
"I had no idea how powerful a gun that shoots a projectile that small could be," Gardner continued. "I got an appreciation and a respect for that and the men who work with them all the time."

"You see a lot of ideas put into action. It's a good way to get first-hand experience that you read about in your books, and it's also good knowledge to take back to the academy," said Midn. 3rd Class Beth Malecha about her training.

Nearing the end of their four-week crash course, midshipmen get a chance to work with the explosive ordnance disposal squad. Under the watchful eye of experienced enlisted explosives teachers, the students learn the right way to set charges. From a secure bunker half a mile away, students watched their charges erupt from what they nicknamed the "explosion-cam" mounted on the roof of the bunker.

"Before I came here I thought, 'What could I possibly get from this training?' Well, what I came away with is information and experience that is surely going to help me if I become a weapons officer or have any dealings with weapons during my time in the Navy. It's something that I am going to hang onto for quite a while," said Schultz.

Schultz, who recommends the four-week "summer land cruise" at



Crane offers this advice: "It's a lot of tough, physical work, but you gain a strong respect for where, how and what is made."

While learning at the grassroots level, these midshipmen find a warm respect for their civilian and enlisted teachers that give them so much to take back to the fleet. From the

production lines to the small arms firing ranges to the 16-inch projectile bomb and bag operations, their learning reinforces the old adage of Mark Twain: "The best way to learn is to do the job." □

*DiMattio is assigned to Navy Broadcasting Service, Washington, D.C.*



# A helping hand

## *Rebuilding the American school in Kuwait*

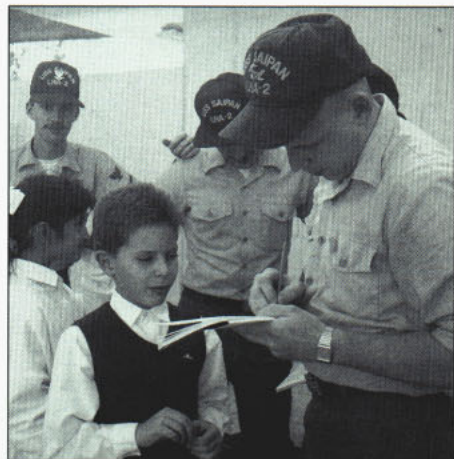
Story and photos by J03 Matthew Wilde

**D**awn had just broken over the Arabian Gulf when a landing craft unit left its mother ship to take weary-eyed, but eager service members ashore. This wasn't a liberty boat, however. Everyone aboard had hours of work ahead of him. Yet they all shared a spirit common to the American bluejacket — the spirit of caring.

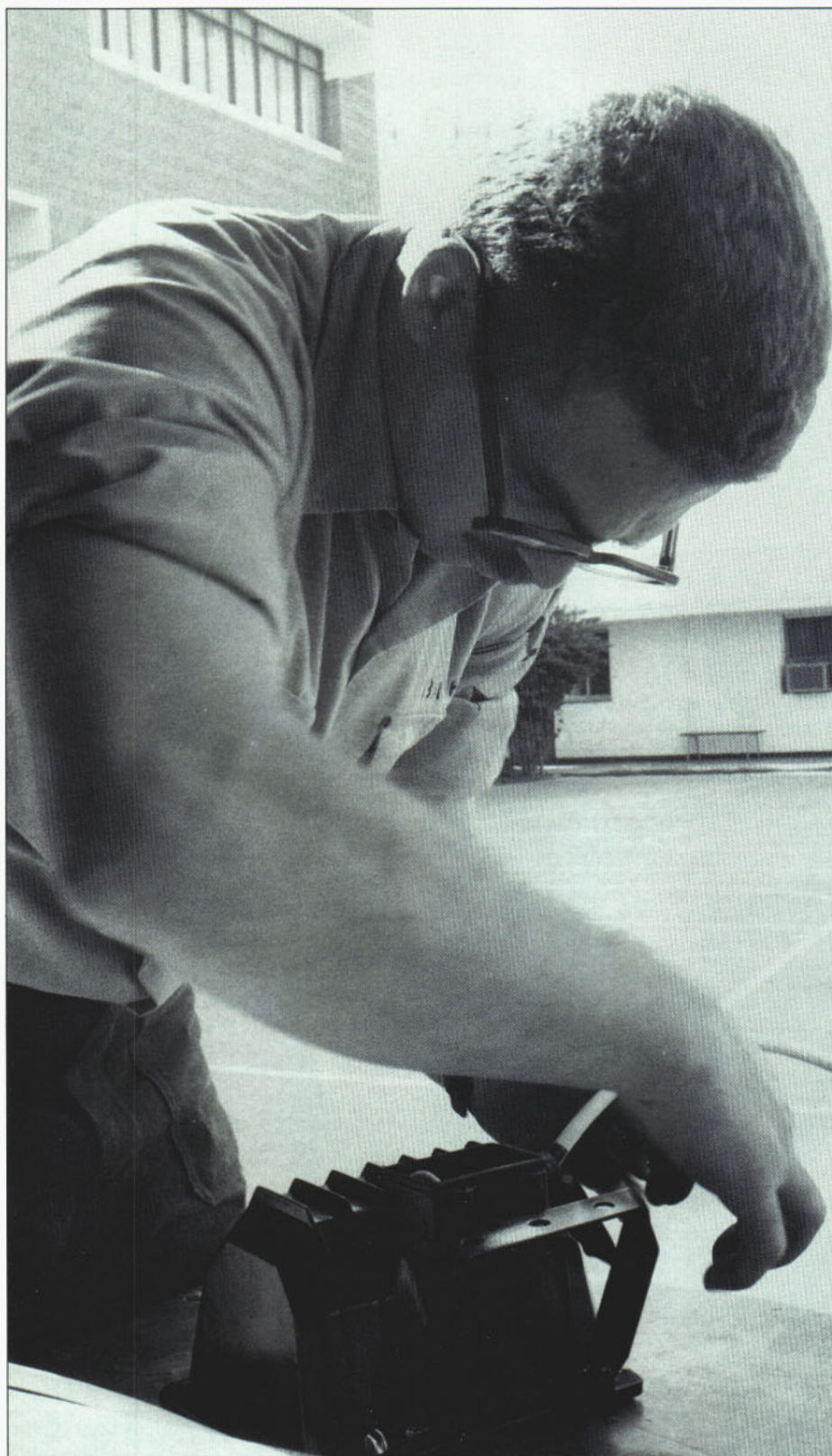
Looming on the horizon off the coast of Kuwait City, the mother ship, USS *Saipan* (LHA 2), waited for her sons to return. It was she who helped foster the spirit; helped spark

the fire that makes those with so much appreciate what they have and want to share it with others. Her lessons were learned well. Today her sailors and Marines would help rebuild a Kuwaiti school, repairing damage left by the invading Iraqi army.

**Right: A Saipan sailor signs an autograph prior to the ship's departure from Kuwait. Below: Marine Corps Cpl. Willis McCoy (left) and Lance Cpl. Roman Crosswy patch holes in the school's canvas "bubble" dome covering the gymnasium.**







Bus transportation for the ship's crew was arranged from fleet landing to the school. Crewmembers' faces were glued to the windows, looking at the devastation, including sights like the Sheraton Hotel. Once a symbol of the city's elegance, the

hotel is now only a gutted-out pile of rubble.

During the war, the American School of Kuwait (ASK) was used as a communications center by the Iraqi military. Shortly after the country was overrun Aug. 2, 1990,

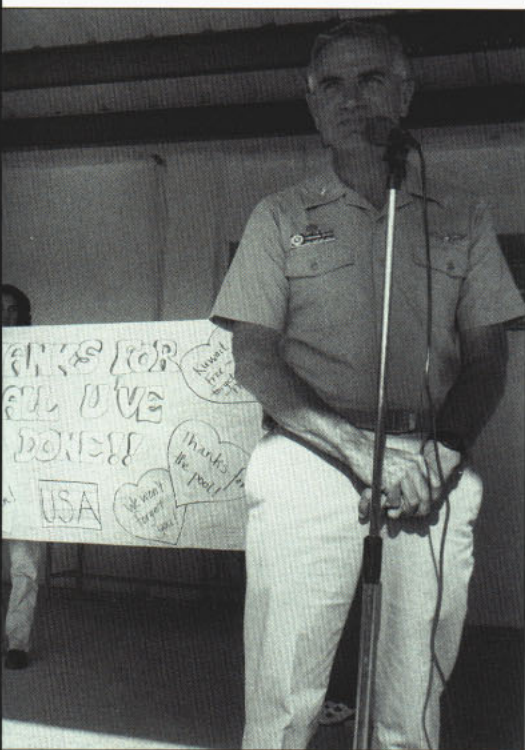
the school was taken over, and its 1,150 students could no longer receive the education for which they were striving. What the soldiers left after the Iraqi surrender was little more than a mere shell of a building.

Soon the bus arrived at its destination, near the center of Kuwait City. The school was once as modern as most American public institutions. Among its many classrooms were two computer labs equipped with more than 50 computers, a science/biology lab and everything you would expect in a quality school stateside. Adjacent to the main building was a gym and a swimming pool covered by a canvas "bubble" dome. All that existed prior to the war.

"We had lost everything after the Iraqis left," said Yousef Hassan Ali, the school's maintenance supervisor. "All that we basically had was the building's skeletal structure, along with chairs and desks."

Approximately 126 servicemen lent a helping hand throughout the ship's four-day stay. Each morning job assignments were handed out, ranging from removing carpet and cataloging books in the library to extensive electrical repairs. In the gymnasium, large tears and small





**Opposite page: EM2 Dallas Bailey repairs a stage light at the American School of Kuwait. Left: CAPT Charles M. DeGruy, *Saipan's* commanding officer, speaks on behalf of his ship during an emotional farewell ceremony in Kuwait.**

bullet holes in the bubble were patched. Purchasing new canvas for the dome would have cost \$250,000.

"When we first arrived, we just felt our way around and decided what needed to be done," said Chief Aviation Structural Mechanic (AW) Eric Williamson. "The Army Corps of Engineers also did work prior to our arrival. Everyone did an exceptional job."

"Our ship is geared to handle big jobs, but we did more than the Kuwaitis expected," said Chaplain (LCDR) Alan Lancaster, *Saipan's* event coordinator. "Jobs which might have taken them weeks to complete, our hard-working men completed in a day. You name the need, they'll perform the job — that's the attitude of the ship." As Marines from the 22nd Marine Expeditionary Unit (MEU) conducted joint military exercises with Kuwait, work on the school continued.

"This was a chance to show the Kuwaiti people we are compassionate and not only a military force. It was also an opportunity for *Saipan* to accomplish humanitarian needs, as well as military ones," Williamson said.

"I got a great sense of fulfillment, and it made me feel good that I could

help," said Electrician's Mate 2nd Class Dallas Bailey. "From an electrical standpoint, when we started, the school was a little below standard. We did the best we could with the equipment we had. Now everything is adequately functioning again."

The school has been in existence for 27 years and was originally supported by the U.S. Embassy before becoming private. After U.S. and allied forces sent the Iraqi army packing back across the Kuwaiti border, the school spent \$700,000 to renovate the campus. However, this wasn't even enough, as the damage was so severe.

"The U.S. Navy gave us quite a morale boost with the help they

for reorganizing our school and lives. Everyone appreciates your help and extreme courage."

"I cannot describe how much we all love you and America," added Bihi Al-Sabah, a fifth-grader. "God bless you for your kindness in repairing our school."

On hand during the ceremony was CAPT Charles M. DeGruy, the ship's commanding officer, who presented a plaque to ASK Superintendent Don Holt. According to DeGruy, he couldn't be more pleased with the work sailors and Marines did to get the school functioning once again.

The school teaches children from kindergarten through grade 12. As a non-profit organization, the school

**"I cannot describe how much we all love you and America."**

provided. Labor is hard to find now, especially after the occupation," said Anwer Dhanani, the school's administrative assistant and business manager.

After days of hard work, the school's student body assembled in the courtyard to thank their new American friends. Cheers rang out as sailors and Marines took their place in front of the crowd.

Each class presented a token of its appreciation, ranging from cards made by the kindergarten class to long-stem roses from the seniors. Smiles were on everyone's faces during the emotional ceremony.

"The USA's brave men helped us in war and now in peace," said Ranya Abdel-Baki, an eighth-grader. "I want to thank [*Saipan's* sailors]

is funded through the student's \$5,000 a year tuition and an American-style curriculum is taught. Approximately 450 students are currently attending classes. About 70 percent of the student body is Kuwaiti, and as foreign students continue to return, enrollment continues to grow.

"I felt like a celebrity when kids asked for my autograph," said Radioman 2nd Class Stephen Morey. "I'm just very proud to have been there and know we could help as American citizens."

"I only wish the American sailors could stay longer," said Hassan Ali. "The work they did was great, but the friendships made were even better." □

*Wilde is assigned to USS Saipan (LHA 2).*



# Pigeon to the rescue

*The most misunderstood ship  
in the Navy's submarine fleet*

Story and photos by PH1 Richard J. Oriez

**T**he bright, colorful sails of the twin-hulled boats provide a rainbow of color to San Diego Bay. These catamarans exist for one thing only — pure pleasure. There is an exception to the pleasure boat rule. Unlike her counterparts, the 200-man crew of this catamaran wear khaki and dungarees.

Her hull is haze gray, and the only colors she hoists are her signal flags and the National Ensign. She is USS *Pigeon* (ASR 21) — one of two catamarans on active duty in the U.S. Navy.

*Pigeon*, homeported at Naval Station San Diego, is attached to Submarine Development Group 1 at Point Loma, Calif. She is a submarine rescue and deep ocean salvage vessel with a unique twin-hulled design. The catamaran shape makes the center well area — an opening in

the center of the ship — a place for objects to be lowered between the two hulls. The ship's huge bridge crane and center well enable *Pigeon* to launch and recover the heavy deep submergence rescue vehicle (DSRV), a mini-submarine used to rescue sailors from a stricken submarine.

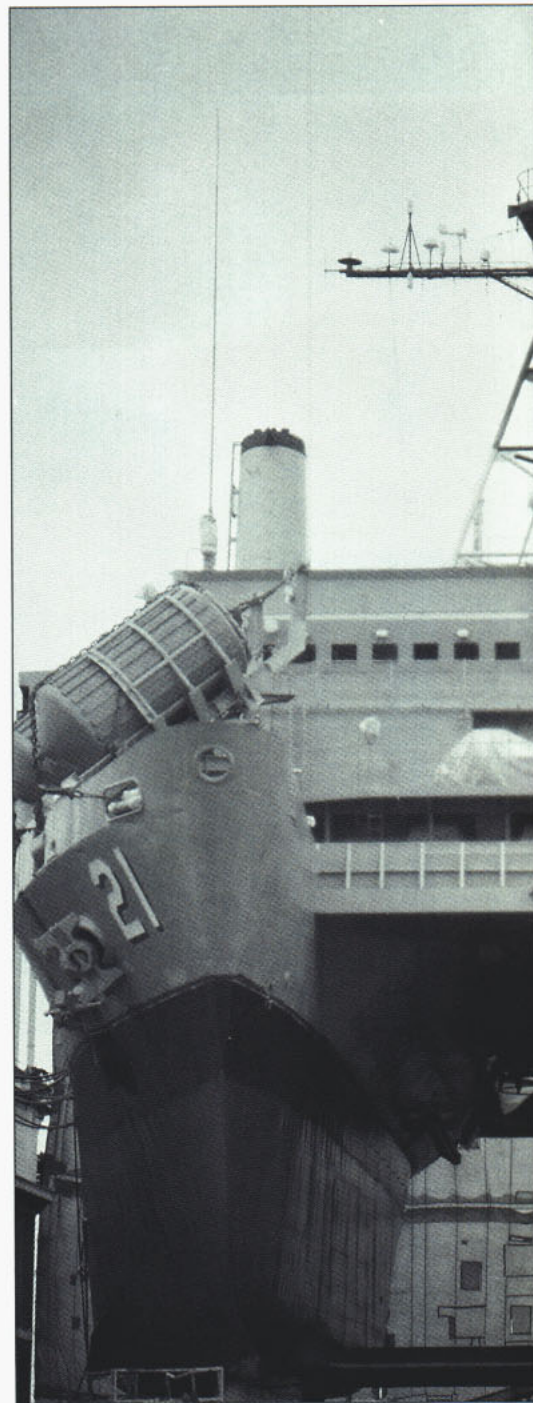
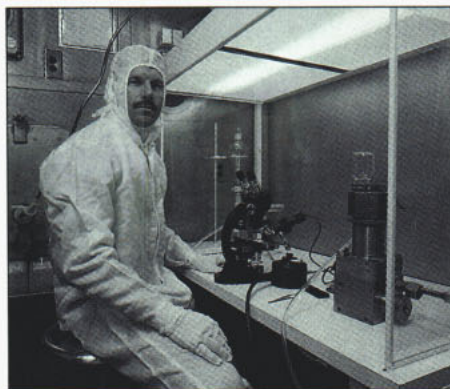
LT Dan Kerns, *Pigeon's* deep submergence officer, uses the 1978 movie, "Gray Lady Down" to explain his ship's mission. In the movie, *Pigeon* dramatically uses her DSRV capability to rescue the crew of the fictional USS *Neptune*.

"Having the center well is the advantage," said Master Chief Boatswain's Mate (Master Diver) Paul Benesch, *Pigeon's* master diver. "We could launch over the side, but it is more dangerous."

"The objects we are handling are so heavy that if we tried to put them over the side on a single-hulled ship it would tip the ship over," said *Pigeon's* Commanding Officer CDR Eric Glidden. "That was the engineering logic that led to the catamaran. It provides a steady platform for raising and lowering heavy weights through the ship's center of gravity."

The ship's personnel transfer capsule (PTC), used to lower divers to depths as deep as 850 feet, weighs 27,000 pounds. The DSRV weighs close to 87,500 pounds. "We would not be able to handle the DSRV or the PTC without the catamaran configuration," added Glidden.

**USS *Pigeon* has a clean room where work on valves and other parts of the diver life support system is done.**

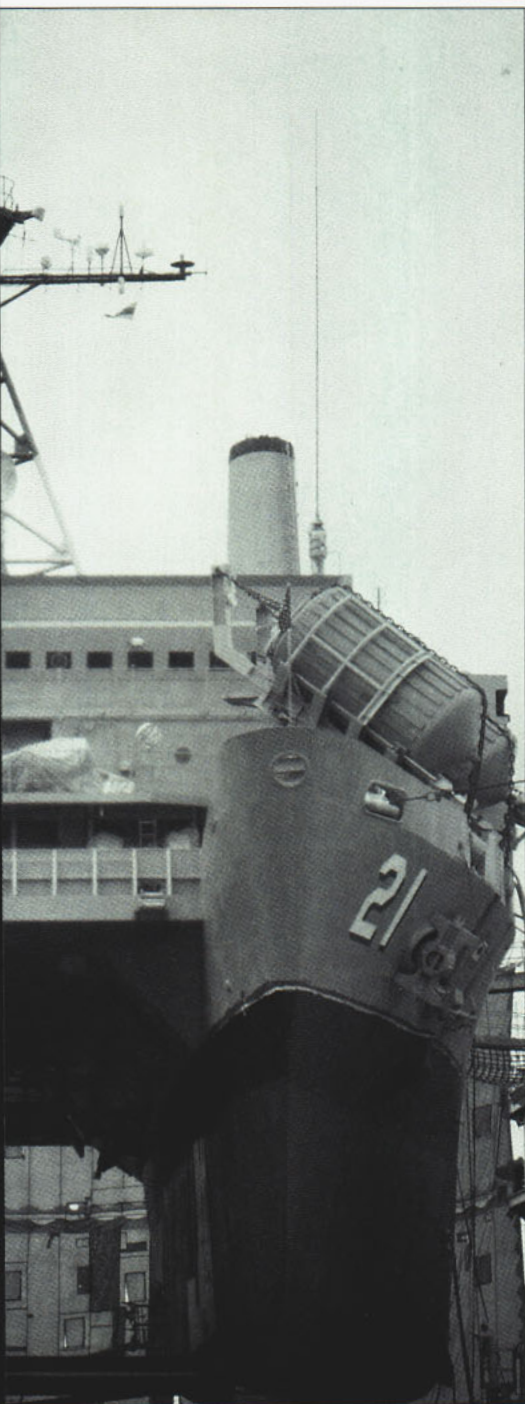


Besides the hull, another difference between *Pigeon* and the older single-hulled rescue ships is the catamaran's deep-dive capabilities.

According to Kerns, a conventional submarine rescue ship only has the standard mixed-gas dive system, which is limited to a depth of 300 feet. "We also have the capability of the twin saturation complex that is certified down to 850 feet," he said.

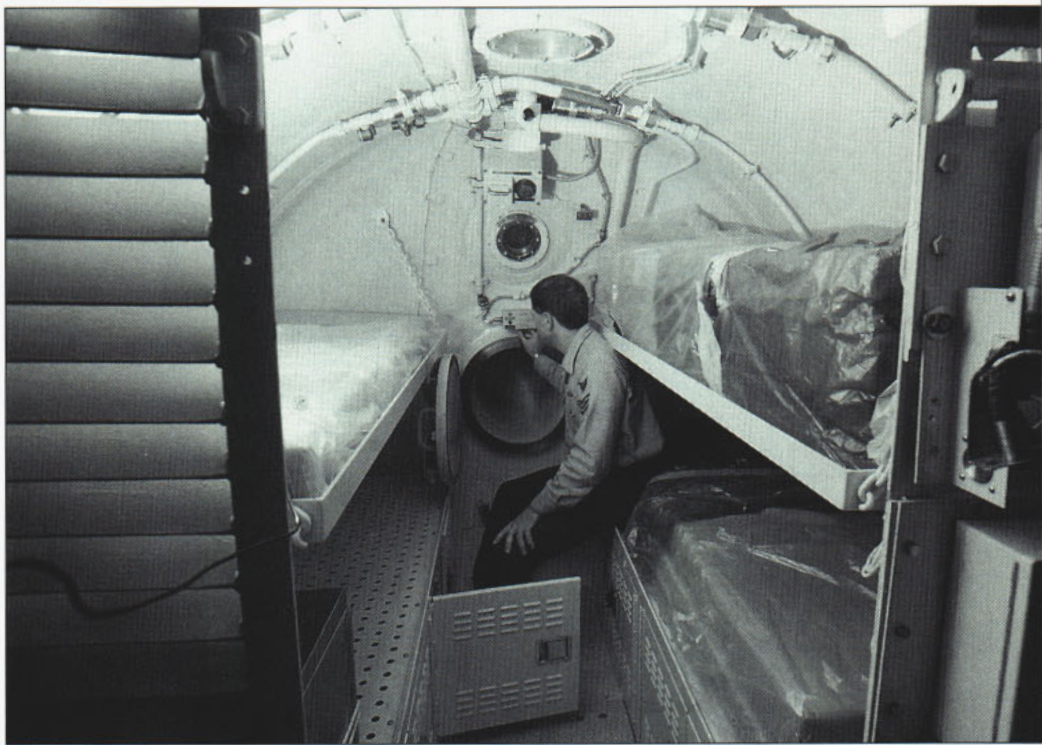
Inside the ship's twin hulls are two pressure chambers that are used to





bring a team of divers to a pressure equivalent to what they will experience on a dive. Divers can live in the chambers up to 14 days — breathing a helium-oxygen mixture similar to what they'll breathe while working in the depths of the ocean.

A system of hatches and transfer locks enables the dive team to get from the chambers to the transfer capsule on deck. The ship's huge bridge crane then lowers the PTC through the well deck to the desired depth. The divers are already accus-



Far left: USS *Pigeon* during a recent overhaul at the National Steel and Ship-building Company shipyard in San Diego. Above: A sailor performs maintenance on the air lock in the back of the chamber that allows food and supplies to be passed to the divers living inside. Left: MM2(DV) Kendall Waiting monitors the controls of the saturation dive pressure chamber.

tomed to the depth when the capsule arrives on station.

When the divers are ready to call it a day, they follow a reverse path into the ship's decompression chambers where a hot meal from the galley can be waiting for them.

According to Kerns, having the divers live in the chambers saves

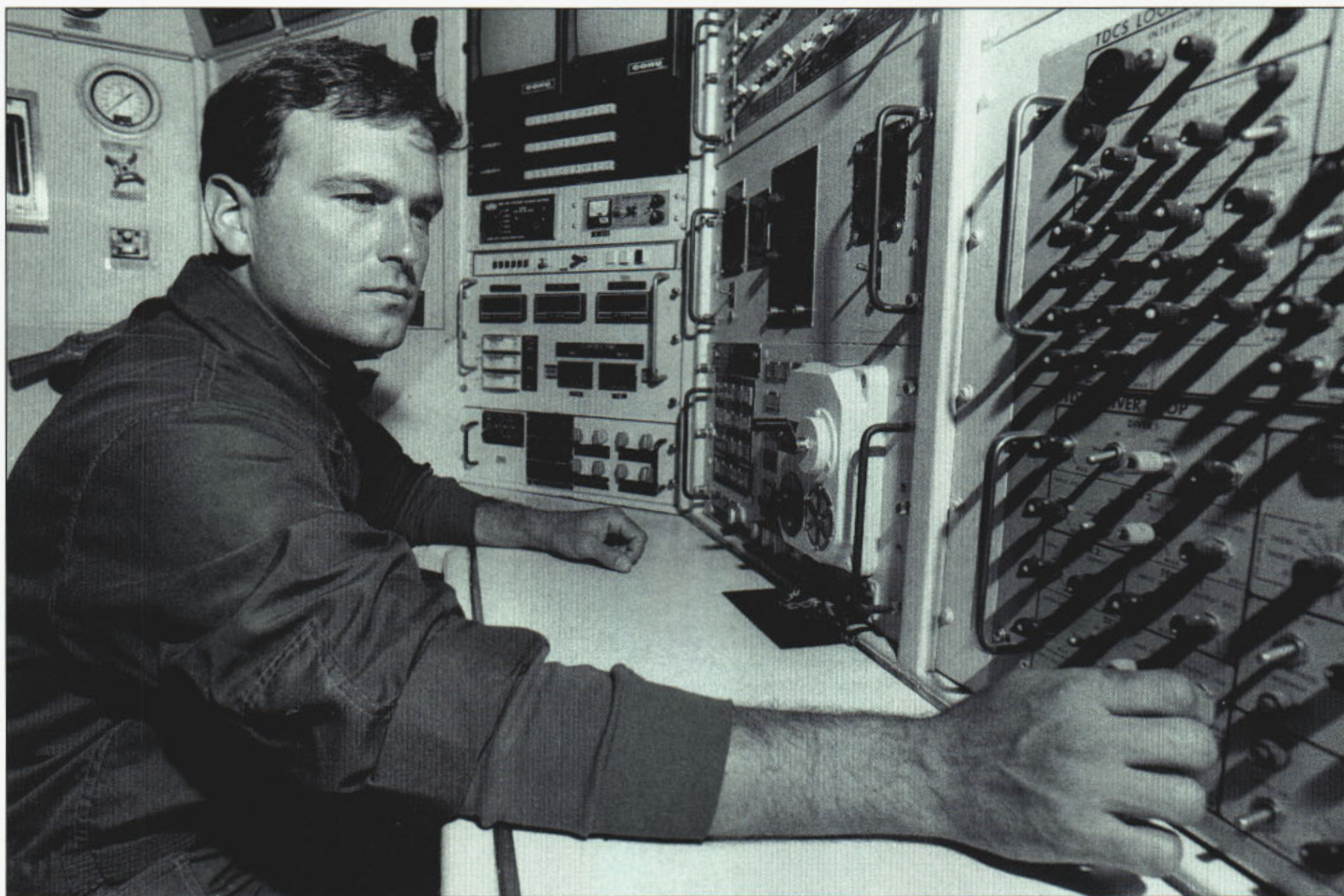
valuable time because they do not have to pressurize and depressurize during each dive cycle. Having two chambers allows one crew to rest while another one works.

*Pigeon's* main mission is submarine rescue, but that is not all that her divers can do.

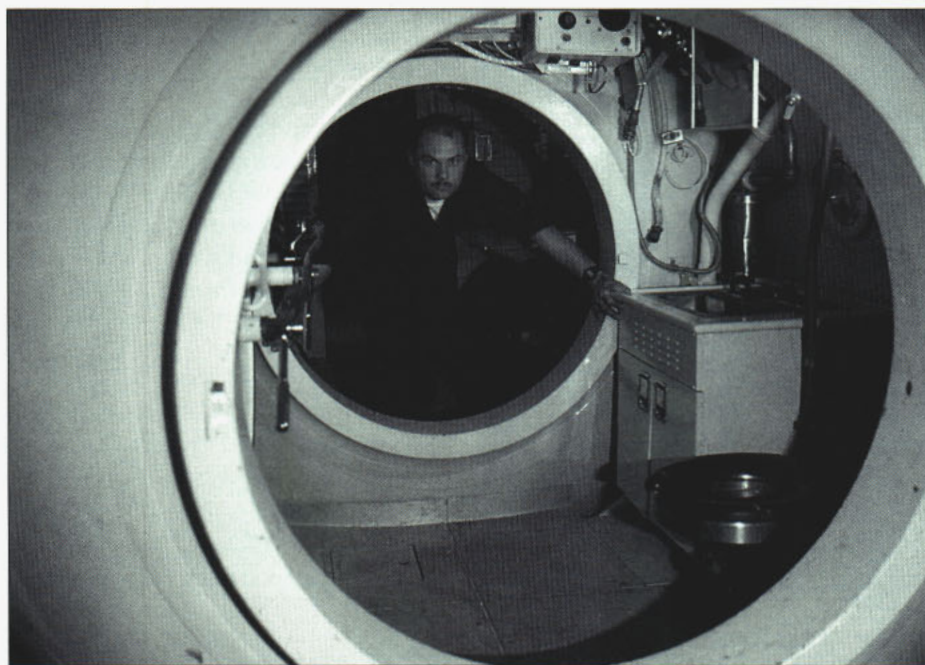
"Our potential is to do whatever the Navy wants us to do within our dive capabilities. It doesn't necessarily have to be submarine rescue; there is a lot of potential out there for us to do salvage and recovery work. If an aircraft goes down within our depth capabilities, and the Navy wants a specific item from the interior hull of the plane, we could actually put a diver on it and bring the item up to help in the investigation."

*Pigeon's* catamaran design is a trade-off. It greatly increases the ship's lifting capability and stability, but it can create other problems.





**Above: EN1(DV) Robert Weaver concentrates on the dials and depths of the Navy's catamaran. Left: HT1(DV) Mark Whitlow inside one of Pigeon's pressure chambers.**



keep an eye on both rooms using television monitors.

Handling is also different, Glidden said, because pier approaches turn into delicate maneuvers. "With a 90 foot beam and 86 feet between the screws, she is sort of like driving a bulldozer. You can back one engine, go ahead on the opposite engine and she will nearly twist on her center.

"Getting away from a pier is another major difference. You can't walk her away. She is just too wide and draws too much water."

With the unusual hull design, mission and dive capabilities, comes an unusual chain of command. "We are a surface ship in the submarine Navy," Glidden said. "A lot of our fellow skippers and type commanders don't quite understand us." □

*Oriez is assigned to Fleet Combat Camera Group, Pacific.*

"She is described in one of those publications about ships of the world as an exceedingly complex and difficult ship to operate and maintain," said Glidden. "She is that. You have engine rooms that are in separate hulls of the ship. Where do you put

your engineering officer of the watch? Do you put him in the starboard hull or in the port hull?"

Glidden solved the problem by putting remote television cameras in each of the engineering control spaces and having the duty officer



## Spotlight on excellence

# Sailor calls honesty "no phony business"

Story and photo by JO3 Steve Hansen

**H**ave you ever wondered what you would do if you found \$10,000? Would you make a down payment on a "to-die for" sports car or take a European vacation? Or would you try to give the money back to its rightful owner? That's what Personnelman 2nd Class Idelle C. Nicdao did after finding \$10,000 in a phone booth in Mountain View, Calif.

Nicdao, assigned to Naval Air Reserve Alameda, a tenant command of Naval Air Station Alameda, Calif., was getting a front end alignment on his truck when he found the money. While waiting for the job to be completed, Nicdao walked around the shop and decided to telephone some friends to kill time. After stepping into a phone booth, he noticed a fat leather portfolio filled with a hundred \$100 bills, along with credit cards and blank money orders.

"I was shocked," said Nicdao. "I had never seen that much cash in my life." Visions of grandeur began to form in his head, but they were soon replaced by reality. "I don't know if I could have lived with myself if I had kept the money," he said. "I felt guilty just thinking about it."

Nicdao found a phone number among the bills and dialed it. The gentleman on the other end of the line was a computer expert with a local electronics firm who had stopped to phone his office to say that he was running late. In a rush, he forgot everything that wasn't attached to his body, including the precious portfolio.

"He was very surprised when I called and told him I had his money," Nicdao said. "He took me

out to lunch and told me if there was anything he could do for me to just name it." After lunch, the grateful recipient of Nicdao's honesty rewarded him with \$500. Nicdao hadn't expected a reward, but with the holidays coming up, he didn't object.

After the initial euphoria of finding the money wore off, Nicdao

admitted he would have returned the money anyway. "Money is important," he said, "but it's not everything, and it's not forever. Honesty and integrity, however, will stay with you for the rest of your life." □

*Hansen is assigned to Naval Air Reserve Alameda, Calif.*





# In the footsteps of Darwin

## *The Jason Project explores the Galapagos Islands*

Story and photos by PH1(AW) Joseph Dorey

**W**hen faced with adversity, the Argonauts of Greek legend persisted in their quest for the Golden Fleece. Led by Jason, they overcame unparalleled odds before finally reaching their goal.

In November, another group of argonauts faced seemingly impossible odds of their own in a quest for scientific knowledge. But, as did their ancient counterparts, these argonauts benefitted from some "Herculean" efforts along the way.

These modern-day argonauts were 12 students with the Jason Project — a complex endeavor that each year transports hundreds of thousands of North American students live via satellite to sites of scientific research.

Through this year's "telepresence," students located at 20 downlink sites in the United States and Canada were able to interact with scientists as they conducted research in the Galapagos Islands. With the help of Turner Broadcasting System's (TBS) production facilities and EDS Corporation's satellite communications equipment, students were given a "you-are-there" experience.

Some students also had the opportunity to drive a remotely operated vehicle (ROV) using a joystick and a digital data link. ROVs are underwater robotic devices, equipped with television cameras and mechanical arms. The 12 student argonauts had the added privilege of accompanying the scientists to the islands.

The Jason Foundation for Education oversees the project, which began in 1989 as an idea of Dr. Robert Ballard, senior scientist at

Woods Hole Oceanographic Institution, Woods Hole, Mass., and a commander in the Naval Reserve. The Navy established a partnership with the Jason Foundation to educate America's youth on the use of technology to study the depths of the ocean. The project's goal is to generate enthusiasm in the fields of science and technology from elementary and high school students, an objective the Navy supports fully.

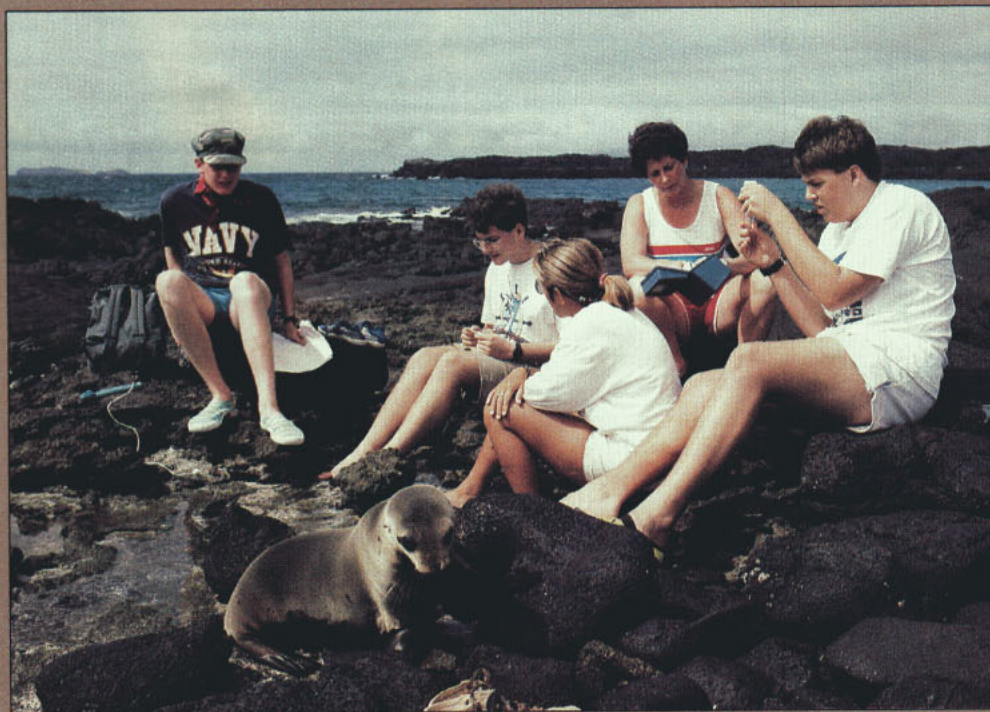
For two weeks in December 1991, the Jason Project set off in the footsteps of 19th century naturalist Charles Darwin to explore the mysteries of the Galapagos Islands off the coast of Ecuador.

A key player in the expedition was to be Jason Jr., an ROV designed by Woods Hole and funded by the Office of the Chief of Naval Research in 1986. The Navy had

been interested in improving its deep sea search and recovery capability and contracted the development of Jason Jr., and its more sophisticated successor, Jason, to Woods Hole. Naval deep submergence technicians from Commander Submarine Development Group 1 have been working with scientists at Woods Hole since Ballard first used Jason Jr., during his discovery of R.M.S. *Titanic*. But nothing short of disaster struck before the Galapagos expedition even got started.

Early on Nov. 21, 1991, a barge containing all the equipment needed for the project sank in 9,000 feet of water, about 140 miles from the

**Below: Argonauts take water samples as part of their research. Opposite page: Engineer Andy Bowen (right) explains the functions of an ROV to naturalist guide, Juan Carlos Naranjo.**









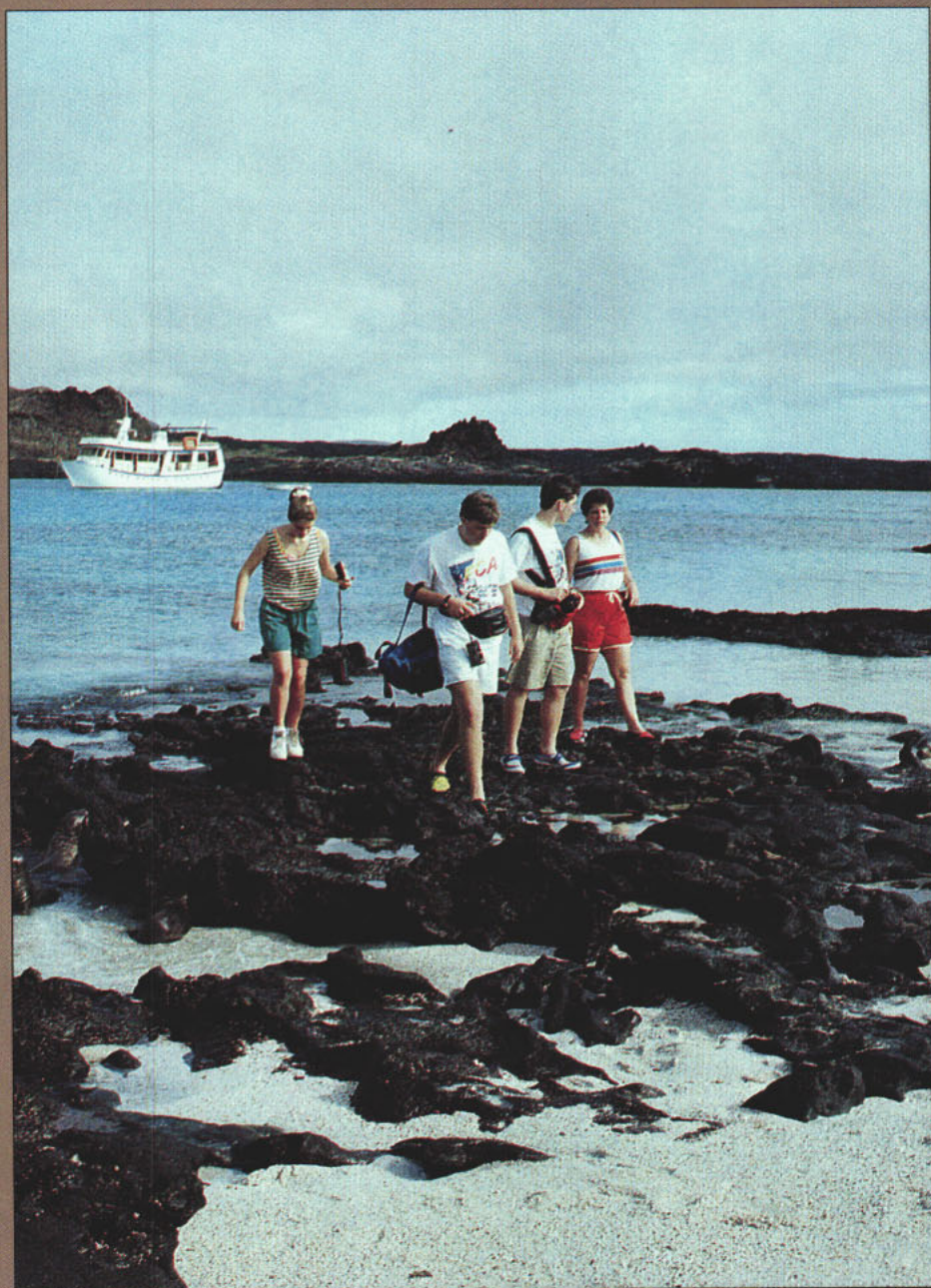


Left: Male great frigate birds show off their colors. Below left: Argonauts prepare to explore an island. Their "hotel," *Gaby*, lies moored in the bay behind them. Below: A land iguana takes in some sun.

islands. The barge was being towed from Ecuador's mainland 600 miles west to the Galapagos by an Ecuadoran navy tug.

Suddenly the barge started taking on water and eventually had to be cut loose. Millions of dollars worth of satellite communications and television production equipment was lost — including Jason Jr.

With the first live television broadcasts scheduled for Dec. 2, serious doubt was cast over the entire project. "We're devastated," said Ballard, who was already in the Galapagos for pre-production filming with National Geographic.





"There's just no other word to describe it."

But just as the original argonauts overcame their obstacles, so too did the Jason team. Thanks to an outpouring of help from Ecuador and the United States, the expedition was able to go on as scheduled.

"Through absolutely super-human effort on the part of the entire Jason team, we managed to locate virtually all of the replacement equipment we needed," said Timothy W. Armour, executive director of the Jason Foundation, shortly after the accident. The new equipment was quickly shipped to Miami and then to Ecuador. This time an Ecuadoran air force C-130 *Hercules* aircraft flew the equipment out to the Galapagos.

Replacements for Jason Jr. were found at the Benthos Corporation in Falmouth, Mass., and Harbor Branch Oceanographic Institution, Fort Pierce, Fla., where their Director John B. Mooney Jr., loaned two ROVs to the project. Mooney is a retired Navy rear admiral and had been the Chief of Naval Research when Jason Jr. was built. Supplying the ROVs at the last moment proved extremely helpful. "It made our life a lot easier," Ballard said. "We had enough problems without having to worry about replacing Jason Jr."

The equipment was flown to an airport on the island of Baltra, arriving the evening of Nov. 28, one week after the accident and three days before the first broadcast — appropriately Thanksgiving Day.

Ballard left the Galapagos for Atlanta because the portable studio used for his broadcast could not be replaced in time. It was a sacrifice Ballard was more than willing to make.

"Scientific exploration and discovery is full of surprises and setbacks," Ballard said. "However, in my 30-year career, I have never faced a situation as severe as the total loss of all our equipment. To me, the fact that we are able to go forward with our broadcast shows scientific teamwork at its best."

And so in the oldest of broadcast traditions, the show went on. For the 12 students and two teacher argonauts, the trip to the Galapagos proved to be the opportunity of a lifetime.





**Right:** Sea lions find biting diver's air hoses amusing. **Center:** Argonaut Brian Albon (left) learns to operate the controls for the ROV from ROV pilot Martin Bowen. **Opposite page:** Argonauts board the ROV boat *Nortada* before ROVs are launched from the stern.

With few exceptions, the islands remain virtually the same as they were when Darwin explored here in 1835 and conceived his theory of evolution. Although the population in the Galapagos is approximately 12,000, only four of the 19 islands are inhabited. Virtually all of the Galapagos Archipelago has been preserved as a national park and marine reserve by the Ecuadoran government.

Due to the influx of whalers to the Galapagos during the 19th century, tens of thousands of whales, fur seals and tortoises were harvested, resulting in a tremendous reduction of these species that is apparent even today. Tortoises were especially popular as a source of fresh meat, and because of their ability to live without food and water for months, they were often stacked like crates, one on top of the other, in the holds of ships.

The Galapagos Islands are a living laboratory. The animals, many of which are native to the island chain, will cast a curious glance toward their visitors but rarely give them a second thought. They are never fed nor harmed by tourists, so the animals have no reason to be concerned about human presence. This is how many animals lived before there were zoos. The animal and plant life remain unspoiled because the "progress of man" has not been able to progress here. Unfortunately, there are few places like it left on earth. To visit this area is a privilege recognized by the student argonauts.

"The opportunity to come here is one of those things that you think you're never going to get to do," said Brian Albon, 16, a student argonaut sponsored by the Office of the Chief







of Naval Research. "These are all the things you read about and just wonder what it would be like. It's great the way the animals are in their natural surroundings, and you can just walk right up to them."

"I think it's a great honor being selected for the project," said Anna Michel, 15, a student argonaut from Sarasota, Fla. "We're getting to learn firsthand about the islands. There's so many unique animals here that I've never seen before. It's great to see these animals up close. We went swimming, and some sea lions were swimming right next to us. It will be an experience I'll never forget."

The student argonauts were split into two groups, with each spending a week aboard a commercial yacht. It was one of about 70 such vessels now operating in the Galapagos. These boats are the only way visitors can get around the many uninhabited islands. Approximately 60,000 visitors are attracted to the islands annually. A qualified park guide must accompany all visitors on excursions to any uninhabited island in a effort to preserve the natural environment.

According to the guide hired to escort the student argonauts, tourism has changed in recent years.

"Originally we got people here who were deeply interested in nature — professors, biologists and people like that," said Desiree Cruz, a guide since 1987. "What we are getting here now are more tourist-like people."

Cruz expressed surprise at how fortunate the students were. "I was pretty amazed and quite happy to see that young people in the United States are being encouraged so much toward science," she said. "In Ecuador, we hardly ever see a microscope when we're in high school."

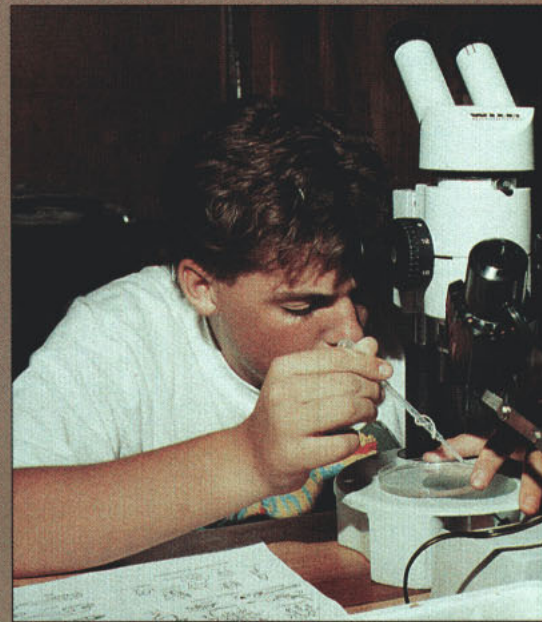
To capture the experience of the area, the argonauts carried an arsenal

**Left: Remnants of many volcanos are spread throughout the archipelago.**





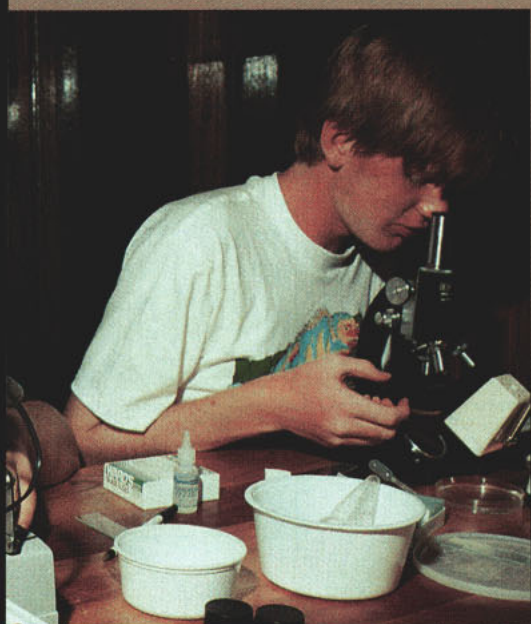
Left: Giant tortoises, or "galapagos" in Spanish, can grow up to 500 pounds. Below left: "Jasonville" encampment on Baltra Island replaced the barge as headquarters for TBS and EDS. Center top: Argonauts Jason Durst (left) and Brian Albon study plankton samples on board Gaby. Center bottom: Prickly pear cactus and red sesuvium cover Plaza Island. Opposite page: Argonaut Robert Henry and naturalist guide Desiree Cruz answer questions from the student television audience through "telepresence" on Seymour Island.





of still and video cameras because, "On the Galapagos Islands, everything is a 'Kodak moment,'" said teacher, Peggy Little. "Every time I turn around there's some new animal or new bird. I'm seeing things that I've only seen on the Discovery Channel or read in books. It's totally different to read about a 500-pound turtle and then to see one."

A big part of the Jason experience was the chance to "rub elbows" with scientists and technicians.



One such scientist was "the man in the bubble," Dr. Gerard Wellington, a biology professor at the University of Houston, Houston, Texas. Wellington's role in the project was to explore underwater in a special-purpose helmet — a clear fish bowl dome, similar to what astronauts wear. It was used so the television viewers could see his face as he explained the varied underwater marine life.

Wellington said the helmet was a little intimidating. "It's sort of like putting an aquarium on top of your head. There is some distortion looking out, but you get used to that."

Wellington has conducted extensive marine research of the islands and this was his first experience with the Jason Project.

"I've been involved in education now for 20 years, and I firmly believe

in what Bob Ballard is trying to do," Wellington said. "I think it's important to inspire kids to go into science." He added that there has been a decline of upcoming scientists in America because, "There's an image that science isn't very exciting. Through this project we can convey that indeed science can be very exciting."

Reliving the Jason Project experience will be an ongoing pleasure for the argonauts. Sharing their knowledge back home with their peers is an important link toward fulfilling the project's goal. As one argonaut put it, "I want to get people to understand how important things in our environment are, and that once we've ruined them, we can't ever get them back." □

*Dorey is a photojournalist for All Hands.*





# Where no textbook has gone before

*Jason trekkers visit another world right at home*

Story by Patricia Swift

**J**ason, a hero in Greek mythology, had a natural inquisitiveness about exploration, and for two weeks in December 1991, so did approximately 500,000 students from schools across America and Canada, as they joined the third annual "Jason Project"—an expedition to the Galapagos Islands, located off the coast of Ecuador — via television.

The expedition began with 12 lucky students and two teachers who participated as student argonauts, joining

the Jason team on-scene to explore the remote archipelago. The students were selected from a national pool of 300 high school sophomores and juniors who demonstrated exceptional interest and aptitude in science or technology, and the teachers were selected by a committee. For the thousands of elementary, middle and senior high school students who couldn't physically be in the Galapagos Islands, the National Geographic Society in Washington, D.C., provided the next best thing to being



Photo courtesy of National Geographic Society



**Opposite page: Student driver Nicholas Sweeney drives the ROV as his assistant co-pilot looks on. Right: Retired ADM Griffiths watches the Jason Project as it begins. Below: Scientists answer students' questions at the conclusion of the Jason Project program.**

there. It was chosen as one of the primary interactive network sites, to host the project.

Students gathered at 20 of these sites throughout the United States and Canada — classrooms, local businesses and auditoriums — to go on a unique electronic field trip to a "living lab," witnessing events happening thousands of miles away.

Through the miracle of satellite technology, the students who packed into the dimly-lighted National Geographic Society's auditorium each day had the chance to come face-to-face with live iguanas sunning and swimming, lazy sea lions barking and playing and Sally Lightfoot crabs scurrying about. They also stood at the mouth of a volcano to observe its dramatic patterns and shapes and learned how molten lava erupted from the sea to form land. They dove into the shallow water to see exotic schools of fish and rock formations.

The students had ringside seats to take them to this lab. There were three giant video monitors that gave them a window on the action as the Galapagos exploration unfolded before their eyes.

The broadcast first took the students to a marine biology site north of Seymour Island where they met Dr. Gerard Wellington, a biology professor from the University of Houston, Houston, Texas, who conducted underwater experiments which demonstrated how offshore plants and animals adapted to the unique and isolated environment of the archipelago waters.

Then the cameras switched to Atlanta, where Dr. Linda Cayot, head of herpetology at the Charles Darwin

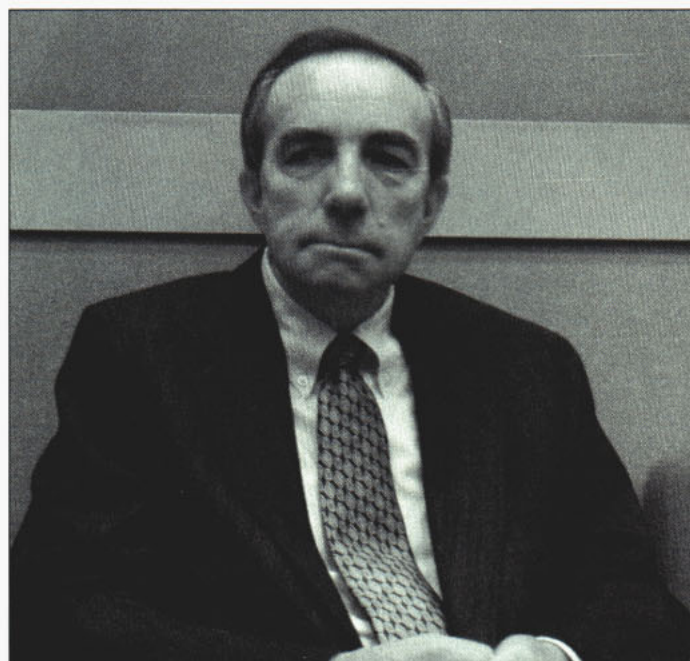


Photo courtesy of National Geographic Society

Research Station in Atlanta, explored the biology and behavior of some of the Galapagos' unique species, including flightless birds, sea lions, penguins and marine and land iguanas.

As the music swelled throughout the auditorium, the students sat eagerly waiting to see what was next. Then out came "lonesome George," an 80-year-old Pinta tortoise. He is the only known surviving tortoise of this type in the world and was brought to the Charles Darwin Research Station in 1972 from Pinta Island. Conservationists mounted a worldwide search to find a mate for him, but he will live out his days in solitude as his species is on the verge of extinction.

The students seemed saddened by this fact, but were



Photo courtesy of National Geographic Society



**Students watch marine biologist Dr. Gerard Wellington experiment with damsel fish.**

soon back in the thick of things as they headed to the last segment. They went to a mobile naturalist's site off the island of Baltra, where geologist Haruldur Sigurdsson explored an active volcano and looked at the results of the March 1991 eruption of Fernandina, one of the world's most active volcanoes. "What happened to all the animals while these volcanoes were erupting?" a student blurted out.

"I don't think there are any around to tell you about the experience," Sigurdsson said, with a slight grimace. "But if there are, they're entombed, and we can tell you later after we retrieve the fossils."

The Jason Project helps bring science to life for North American students by showing them how exciting scientific exploration and discovery can be.

Using the new hi-tech form of teaching — telecommunication — has certainly revitalized the more than 5,000 students at the National Geographic Society, at least during the downlink period. For the first time, this project brought scientific exploration and discovery live from land, as well as underwater. It was happening as viewers watched thousands of miles away. Children, as well as adults, have a natural curiosity about hi-tech games and equipment, and on this day some lucky students from the attending schools would have the opportunity to pilot the ROV using a joystick — the same type of joystick that is used in jet fighters.

"Let's now go to our down-link — the National Geographic Society in our nation's capital," said Dr. Robert Ballard, senior scientist at Woods Hole Oceanographic Institute, Woods Hole, Mass., addressing the thousands of students from his control room in Atlanta.

The room erupted in screams and loud applause, as student pilot Nicholas Sweeney of Seven Locks Elementary School, Bethesda, Md., was now in the "spotlight."

"Are you ready?," Ballard asked the 11-year-old.

"Are you there? Do we have a pilot?" he questioned again.

"Ye.s..s..s, sir," Sweeney stammered in a low voice.

"All right Nicholas, the control of the ROV is all yours, just take it nice and slow and move the joystick," Ballard cautioned.

Sweeney, sitting at attention and motionless, assisted by a Jason pilot, tentatively moved the joystick to guide the ROV around rock formations, over reefs and through



Photo by Patricia Swift

schools of fish, using extreme caution and making sure he didn't wreck the ROV.

"Good driving, real smooth. How are you doing,?" Ballard asked Sweeney. "How do you like driving the ROV? Is it like Nintendo?"

"Fine!" Sweeney blurted out continuing to look straight ahead as he drove the ROV.

"Oh no! What was that?" Sweeney said, losing his breath and attention span for a few seconds.

The students in the auditorium gasped. "Watch it! Look out!" a student yelled. "You're going to crash," another student echoed. "Move! Move the thing!" a third demanded.

"Bring it up! Now, Now! Pull back on the joystick. Hurry! To the left!" Ballard said in a stern but kind way. "Quick! Watch the rocks! Box left. More, more, good job! You just missed shredding the sea lion. I guess he wanted to make his debut also," Ballard said jokingly.

"Well, is it exciting?" Ballard asked.

"Yeah, exciting," Sweeney said in a monotone voice, paying particular attention to every move of the joystick and blocking out all interference.

"Wow, that was great, real awesome!" said the Australian-born Sweeney, after he was instructed that his mission was over.

"I think I want to do this someday. Thanks, Dr. Ballard," added Sweeney, as he turned to leave the stage.

"Oh, wait," the moderator of the project yelled. "Could I get your autograph now, so I can say I knew you when?"

Just as Jason found the Golden Fleece, the Jason Project students found even more — the joy of knowing what high-tech telecommunications can achieve between land and water. And as a science teacher from Stony Point Elementary School, Charlottesville, Va., said, "I always knew learning could be fun." □

*Swift is a staff writer for All Hands.*





# The colors of medicine

## Forrestal's medical lab keeps crew "in the pink"

Story and photos by JO1 Robert F. Pailthorpe

**I**t is probably the most colorful work center aboard the aircraft carrier USS *Forrestal* (CV 59).

Small dropper bottles containing aqua blue, sunshine yellow, royal purple, lime green and burnt orange liquids rest on a refrigerator shelf next to a stand of test tubes filled with crimson red blood.

In one corner rests a paper test strip dotted in the colors of the rainbow. Another cooler holds small petri dishes of cultures in soft and dark brown and various hues of red. A burner atop a stainless steel counter heats small wires to a molten orange.

In contrast to the gray of a Navy ship, their shop is indeed colorful — and potentially deadly. This is the world of the medical department's laboratory.

Living and growing in the multicolored petri dishes and test tubes that are spun, heated, cooled and shaken are the germs which make *Forrestal's* crew sick. It is the mission of the three lab technicians to identify the "bugs" — a job they do with all the professionalism, precision and care of the television character "Quincy."

"We wash our hands regularly and wear gloves to avoid coming in contact with samples," said Hospital Corpsman 2nd Class Ivan C. Greene. "The rest of the personal safety procedures come from common

sense. For instance, some cultures can be identified by their smell. That means not putting my face directly into the dish, but indirectly getting a whiff of the sample."



Almost every illness requires some type of culture. "Small in comparison to shore-based medical laboratories, we can nevertheless run most of the basic but essential tests," said HM2 Geraldo M. Ramos, the senior lab tech. "From blood

alone, we can determine the actual, total red blood cell percentage that makes up a person's whole blood. If it's a high percentage, the person may be dehydrated; a low number and he may be anemic. We can also determine red and white blood cell counts."

Ramos said sailors who use sick call help them track potential problems throughout the ship. "The guys who come down to medical at the first sign of not feeling well are a great benefit. Not only do they get prompt treatment, but if we see a pattern emerging, we can start developing a standard treatment program. The individuals who wait for medical attention until they're ready for a 'death bed' do a great disservice to their shipmates, as well as themselves."

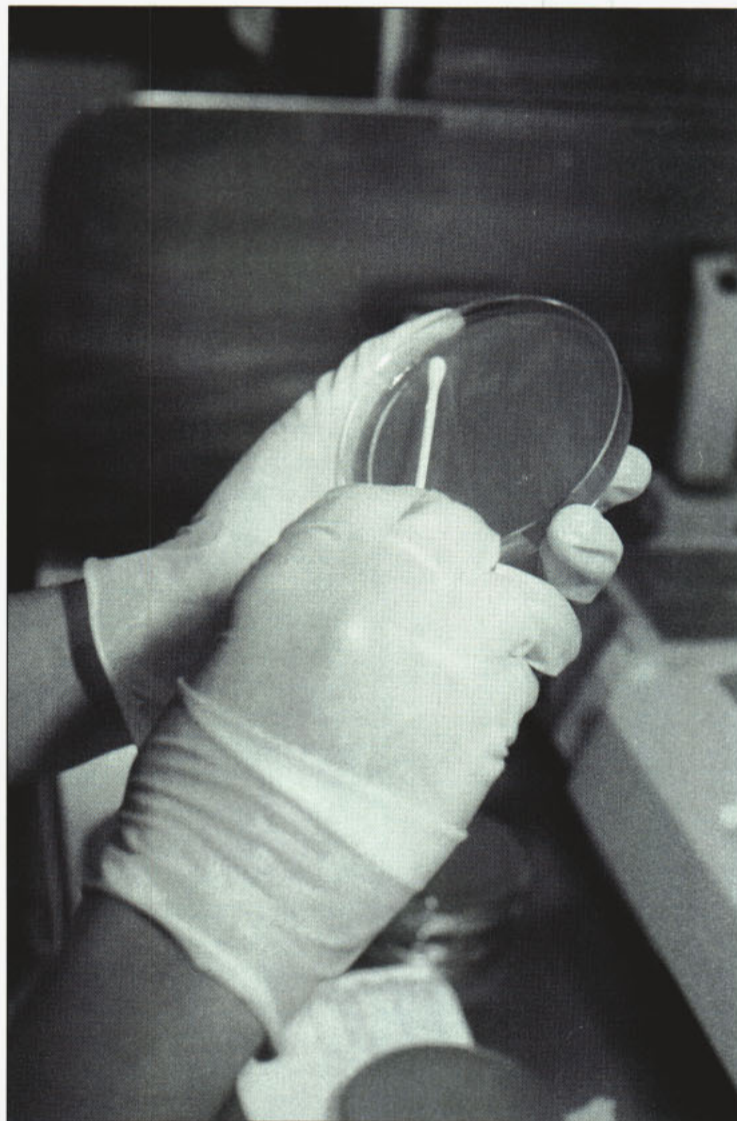
Two areas of interest are *Forrestal's* Walk-in Blood Bank Program and the contraction of sexually transmitted diseases (STDs).

Since the carrier is unable to store blood on board, sailors are prescreened, walk-in donors; on call 24-hours-a-day in case of an emergency. "We currently

have 250 members," said Ramos. "That's 50 above what we are required to have." □

**Multicolored test strips help corpsman striker FN Maxwell Taylor identify the content of urine samples.**





The threat of contracting AIDS has brought new awareness of the deadly disease and the need for protection from all STDs. According to Ramos, there is a significant drop in the number of STDs while on deployment because most sailors are more careful and feel a greater need for protection while overseas.

The lab tech's knowledge of microbiology — germs, bacteria and other little bugs unseen by the naked eye — is impressive.

"We have two techs who attended basic lab school, which is three months [long], and all *Forrestal* corpsmen are routed through the lab at one time or another for training,"

said Ramos, a graduate of the year-long advanced lab school.

Keeping track of more than 1,800 tests each month is a big job and an enormous responsibility. "We also conduct lab tests for the other ships in the battle group," Ramos said. "Each patient is treated with respect and dignity. When dealing with bodily fluids, what has become routine for us is often an embarrassing situation for the patient. We also realize that the individual doesn't feel well — a genuine smile and a little care goes a long way."

Like refined and knowledgeable investigators, the corpsmen of *Forrestal*'s medical lab work day in and

**Above left: Human blood is placed in petri dishes when growing specimens. Top: Clicking away on a manually-operated counter, HM2 Gerald M. Ramos counts read and white blood cells. Above: Small bottles filled with chemicals are used to identify blood types.**

day out with potentially deadly and infectious samples. The three techs don't wear rose-colored glasses when it comes to what they're handling — it's simply a matter of mission — a goal and desire to find the bug and have the patient back "in the pink" as soon as possible. □

*Pailthorpe is assigned to the public affairs office, USS Forrestal (AVT 59)*





# A bout with death

## *Early detection saves a sailor's life*

Story and photo by J02 Mitch Holmes

**C**ancer sends its victims through a series of life-and-death battles in which the disease often emerges victorious.

One victim turned victor is Lithographer 1st Class Mark Campbell, who is assigned to the print shop at Supreme Allied Commander Atlantic, Norfolk.

"When a doctor tells you that you have cancer, fear hits you," the 19-year Navy veteran said. "At that point, you figure your life is over." But when the same doctor tells a patient the cancer is now beaten, the patient's emotions are just as intense.

Campbell's six-year odyssey with thyroid cancer began in 1984 when he woke up one morning with a stiff neck.

"It was like I might've slept wrong," he said. "I just didn't feel quite right."

A physician's assistant at Sewell's Point Medical Clinic found a lump in Campbell's neck. Several visits to various specialists followed.

When he visited the ear, nose and throat clinic at Portsmouth Naval Hospital, a steady stream of doctors, from lieutenants to captains, examined, felt and poked around his neck.

"As the ranks got higher, I began thinking that this lump was something serious, but I still didn't really know," Campbell said.

When the captain examined the lump, he ordered a biopsy to determine if it was cancerous. It was.

"It was kind of a fluke since I have no family history of cancer . . . and I didn't fall into the typical risk group," he said. "My doctor told me my cancer was a good one. That

sounds crazy, but thyroid cancer, more often than not, is a slow-growing cancer."

That didn't make the news any easier.

After discussing medical options with his doctors, he decided to undergo surgery to remove his thyroid and any cancerous lymph glands. "The doctors were great. They gave me straight answers, and



**L11 Mark Campbell scrapes ink buildup from a duplicating machine. He sports a beard — not normally allowed in the Navy — after two thyroid cancer surgeries left his skin too sensitive to shave.**

that helped me tremendously."

The surgery took more than 11 hours. The incision began behind his right ear, down his neck, across the top of his chest and ended behind his left ear. The surgeons removed all his lymph glands and the jugular vein on the right side of his neck. "I woke up the next morning and looked like Frankenstein," he said.

After undergoing radiation treatments after surgery and release from the hospital, Campbell was examined every six months. His second visit, which included a radiation scan, revealed more cancer.

"I knew there was a possibility of reoccurrence. Because of the success of the first surgery, I chose surgery again and immediately called the doctors I had before and asked them to do the second surgery."

The second procedure lasted six hours and removed the lymph glands on the left side. The cut was a mirror image of his first incision.

But his battle wasn't over. During one of his follow-up examinations, a growth was detected in his chest. Doctors were unsure of the lump, so Campbell underwent a third surgery to remove it.

"Fortunately, the growth was benign," he said, smiling.

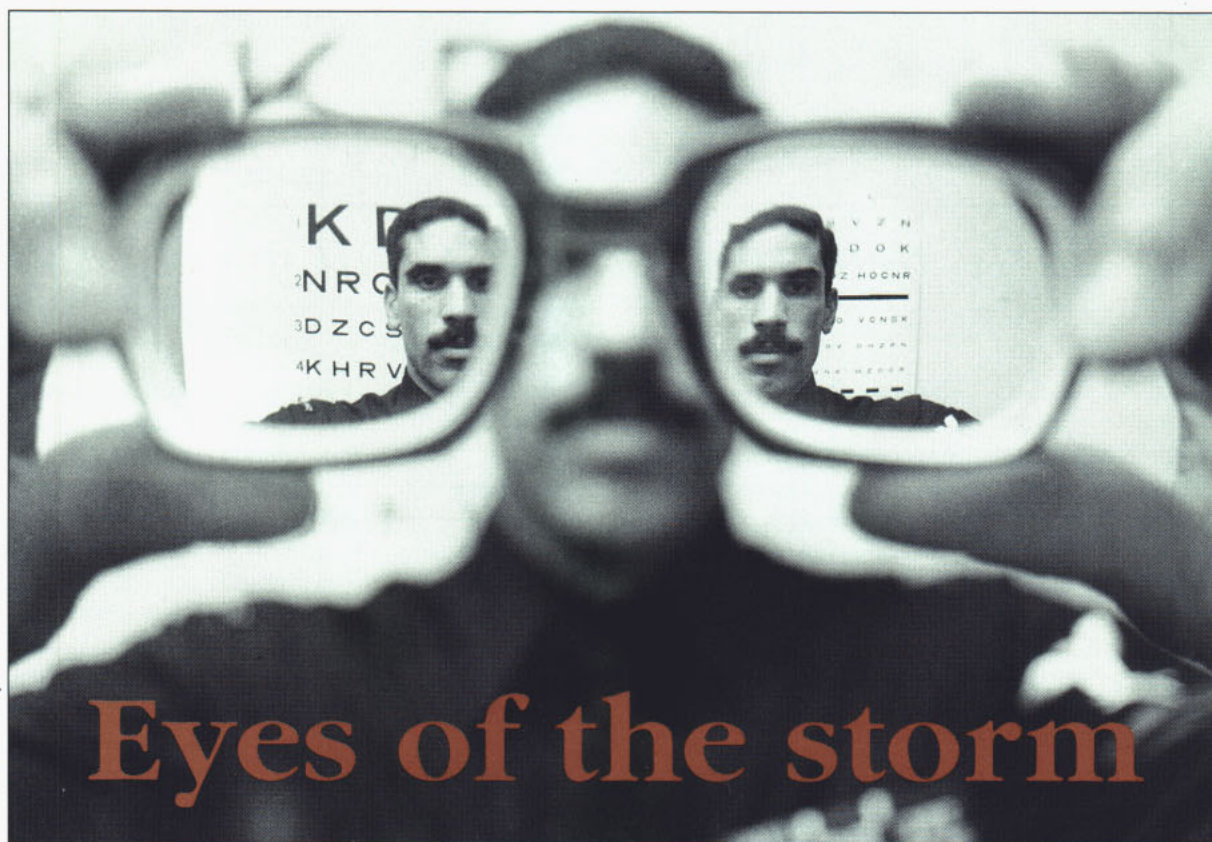
In April 1991, after six years of surgery, biannual examinations and annual radiation scans, doctors officially proclaimed Campbell "cured."

"If a cancer patient shows no signs of cancer after five years, the cancer is considered in full remission," he said. "When I went in for my fifth scan, I was nervous. The test didn't show any small cancer growths. That indicated we caught it early enough, so I can essentially say I'm cured of cancer."

He added, "It's a good feeling. I was feeling good when I took the scan, but I'm feeling great now." □

*Holmes is assigned to the public affairs office, Supreme Allied Commander Atlantic, Norfolk.*





## Eyes of the storm

### *Helping the Navy see today for sea tomorrow*

Story and photos by JO1 Steve Orr

**I**t isn't your typical Navy work center. Stacks of trays, containing lenses, frames and order sheets, form miniature skyscrapers throughout the large, open building. Each pair of lenses, checked and double-checked to ensure the prescription matches the order, waits its turn for the edging machine. A score of specially-trained hospital corpsmen quickly and efficiently fit the lenses into plastic and wire frames, then speed the completed glasses to the mail room.

Welcome to the Naval Ophthalmic Support and Training Activity (NOSTrA), located on the Yorktown Naval Weapons Station north of Norfolk. NOSTrA is one of the few factory-style Navy commands.

Here more than 100 hospital corpsmen, trained on-site as optical technicians, process all DoD eye wear orders for military commands east of the Mississippi River to the

Indian Ocean. The associated 26-week optical technician "C" school is also located at the site.

The Army cares for all eye-related matters west of the Mississippi to Asia and the Pacific, from a similar production facility in Colorado.

"Our [Navy] facility is one of the very few large-volume wholesale laboratories on the East Coast," said HMCS Michael Salyer, NOSTrA's command senior chief and director of production. "We run a full-service lab that provides all types of specialized ophthalmic eye wear, including flight glasses and gas mask inserts. However, we're not like a commercial vision center because of the volume of work we do."

Under normal conditions, NOSTrA sailors, mostly senior second and first class hospital corpsmen, can receive, process and mail out nearly 1,500 orders for glasses a day. "We [cater to] downed pilots —

those who can't fly because they've lost or broken their glasses, or whose prescriptions have changed," Salyer explained. "We [cater to] recruits without glasses. We make and process those orders immediately and send them out the same day."

NOSTrA uses a computerized system which allows clinics to send prescriptions by modem. Orders are also received from up to 1,800 military accounts through the fax, by telephone, overnight delivery and regular mail.

Each order entered into the computer system is assigned a bar-coded tray. Lenses and frames are pulled from stock control. Some prescriptions can be filled from the existing inventory, so those orders go directly to finishing, where they are cut and

**HM2 David Gonzalez mans the eye clinic at Yorktown's branch medical clinic, across from the Naval Ophthalmic Support and Training Activity.**





**HM2 Terry Fonville marks the optical center of a lens, a practice learned at NOSTra's "C" school.**

fit into the proper frames. However, many lenses must be curved, or cut to match a required prescription; those are sent to grinding.

Plastic lenses are curved using a computerized machine called a generator. The generator shaves each lens using diamond-tipped blades. Lenses are then polished and sent to finishing. All along the way, technicians continually perform quality checks in each step of the process.

"Our mission is to send out a quality product," said HM1 Michael Brennan of the finishing department. "We have, throughout the building, 16 different areas identified as potential quality circles. The emphasis is making sure the customer gets a better product and gets it in a timely manner."

NOSTra's product, although of exceptional quality, hardly qualifies as a fashion statement. "We provide functional eye wear to the service person, with emphasis on the word 'functional,'" said CAPT W.W. Smith, the optical facility's commanding officer, admitting that cosmetic appearance is a low priority. "There are certain things taken into consideration when determining the standard frame," he explained. "From the aspect of production, wire frames take longer to fabricate. They must be assembled individually. Plastic frames are easier to manufacture and are more durable."

"This can be a repetitive environment," admitted Salyer, "and it's easy to lose sight of our hospital corps training. We've set up a training program with the branch medi-

cal clinic next door, where our junior corpsmen work on a regular basis."

Aside from eye wear, NOSTra trains its people in emergency vehicle operation, providing ambulance coverage to the entire weapons station. They also contribute support for the base's radiation contamination team. "We try diligently to put our people in a training environment, where they can at least keep their hands in other areas of the rating," Salyer said.

"It's very important for our people to realize that although they work in a factory-type environment, they're still corpsmen. You can sometimes lose track of the issue when you are surrounded by stacks and stacks of trays."

"You have to maintain an upbeat attitude," said HM2 Diane Powell, who works in final inspection. "You have to realize that at the end of the assembly line, there's a patient waiting for his glasses."

"It's hard to compare what we do to that of a hospital environment," Salyer interjected. "At a clinic, a patient comes in, you treat him and you can see the immediate result of

## Navy "See" school teaches corpsmen optics

When an avalanche of orders for eye wear threatened to bury the Naval Ophthalmic Support and Training Activity (NOSTra) during Operation *Desert Storm*, NOSTra turned to its optical technician "C" school for help. The skills used to craft military eye wear are available to Navy hospital corpsmen at the Yorktown Naval Weapons Station-based school. "Students go through a 26-week training course to gain the optical technician classification," said HMCS Michael Salyer, NOSTra's command senior chief.

The course covers the full range

of optical services, including lens grinding, spectacle fabrication and ophthalmic dispensing. "The course is math-intensive, so all of our students either have a background in math or must take a correspondence course to make it through the school," said HMC James Kent, director of training.

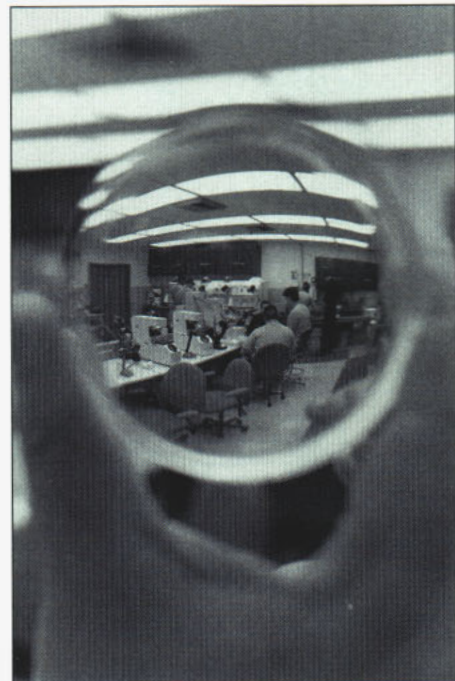
The first three months of the school are spent in the classroom. As classes progress, students enter the course's practical phase, applying what they've learned with hands-on exercises. "There are several required jobs involving lenses that need curving and lenses that

are already finished," said Kent. "As they complete these jobs, they are given a final walk-through job, which includes surfacing the lens and preparing it for the customer."

When these assignments are finished, students are sent to area clinics for a week of real-world application. "Students are then rotated out to the NOSTra production line to give them exposure to a high-volume laboratory environment," Kent said.

After graduation, the newly-trained opticians can either continue working at NOSTra or be assigned to naval eye clinics. □





**Left: HM1 Richard Stout lays out lenses to be marked, in preparation for the curving process. Above: NOSTra's "C" school boasts a fully-functional spectacle fabrication laboratory.**

what you've done. The people at NOSTra look at their work in the long term."

One way NOSTra brings its people together is by fostering a sense of camaraderie. "If you walk around the building, you can see some indication of how much these people feel like they are part of this command," Salyer proudly exclaimed.

The togetherness of the NOSTra family was put to the test during Operation *Desert Storm*. During the war, NOSTra received, processed and mailed more than 431,000 sets of eye wear, an 88 percent increase over normal production.

"I think we were instrumental in putting forces in the Persian Gulf during the crisis," Salyer said. "There was specialized eye wear we had to manufacture for the reserve forces, which they did not rate until called up to active duty.

"[Reservists] sometimes had just five days to process," continued Salyer. "We were taking literally thousands of faxes and overnight deliveries every day, turning them around in 24 to 48 hours and shipping them out again."

"The day-to-day peacetime operation of NOSTra is merely training for times of war," said Smith. "These people did more than a year's worth of work in an eight-month period."

"We shifted [our work schedule] to six days a week because I wanted something we could maintain for a

long period of time," Smith said. Students attending the optician school were also pressed into service to meet the increased workload.

"I've never seen the morale higher than during the war," Smith added.

Like most military commands, operations at NOSTra returned to normal after *Desert Storm* ended. Attention shifted to improving the quality of customer service in light of a continuing draw down. "The military, no matter its size, will always need glasses," said Salyer. "There will always be a military mobilization contingency requirement; we're always going to need to be ready to go to war."

Placing full-service optical shops on Navy vessels is one way NOSTra is trying to fill the requirement. "Without optical support in a theater of battle, the only way to get a pair of glasses is through the mail," Salyer said. "Technology has advanced enough in the last five years that we can put lens-grinding equipment on a ship. With this technology, we can put a sailor or soldier back into combat in a matter of minutes." An optician assigned to a ship or a field hospital could carry out normal hospital corpsman duties, in addition to making glasses.

After two successful test runs on USS *Dwight D. Eisenhower* (CVN 69) and USS *Theodore Roosevelt* (CVN 71), a billet for an optical technician was added to each aircraft carrier. It was a blessing for the

specialized classification. "When you look at the limited sea/shore rotation for opticians, they were in a closed-loop NEC [Navy enlisted classification]," Salyer said, "There really was no sea duty. Now we have 13 sea-duty billets.

"I'd like to see us move closer to the fleet. In today's work environment, service to the customer is a priority," continued Salyer.

Updating existing computer software to speed the electronic receipt and processing of prescriptions and the use of lighter, more durable materials like polycarbonates, are just two more ways NOSTra is looking to improve the quality of its service.

"It's my philosophy that we need to be on the cutting edge of technology," Smith said. "While we don't have the profit motive like corporations in the civilian sector, we are still a business with customers. We're using the taxpayer's dollar and need to run as efficiently and as cost-effectively as possible." □

*Orr is assigned to NIRA Det. 4, Norfolk.*





# Hearing-impaired help the Navy see

Story and photo by JO1 Steve Orr

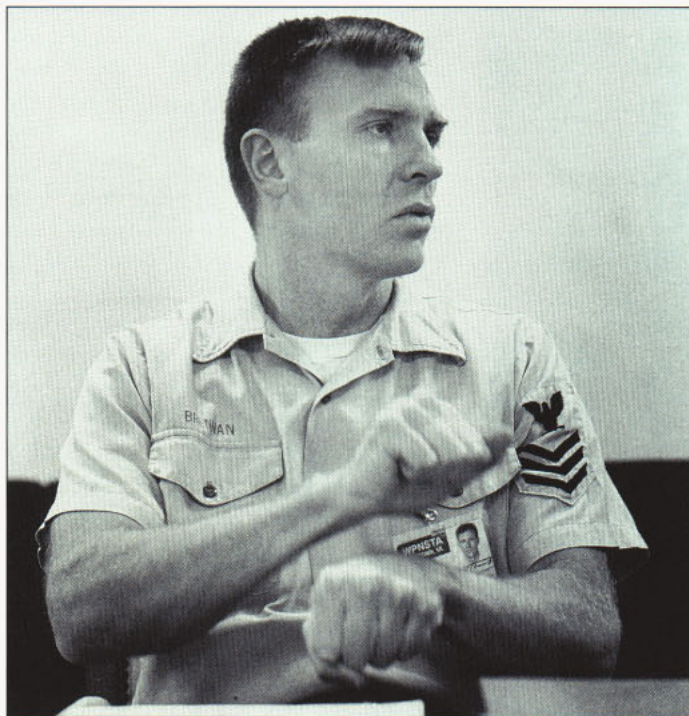
**L**ike hundreds of other military facilities across the world, sailors at the Naval Ophthalmic Support and Training Activity (NOSTrA) work side-by-side with civilian employees to accomplish the command's mission. Unlike most commands, however, Navy supervisors at NOSTrA use sign language to communicate with some of the individuals on the civilian work force. More than 20 of NOSTrA's civilian employees are hearing-impaired.

"A few years ago, the management at NOSTrA decided the laboratory needed to hire more workers," said Senior Chief Hospital Corpsman Michael Salyer, command senior chief. "The work didn't require optical training, just physical dexterity, like applying and removing pads to the lenses."

The command contacted the Virginia Department of Rehabilitative Services (DRS) and hired four people classified as handicapped, as general ophthalmic production workers. "It worked out very well, despite the obvious communication problems," Salyer said. "Since then, we've expanded our handicapped work force to 23 people."

To deal with the communication problem, NOSTrA initially hired an interpreter. "It was the first step,"

**HM1 Michael Brennan learns sign language, used to communicate with NOSTrA's hearing-impaired civilian work force.**



explained Salyer. "The interpreter would come in as needed, and it worked out for a while. But as time progressed, someone asked, 'Why don't we teach the managers to communicate with these employees?'"

To meet these needs, NOSTrA began signing classes. "We contracted with an interpreter to teach the American Sign Language (ASL)," said Salyer. "ASL is not what most of our hearing-impaired people use to talk to each other, but it's the easiest to learn and they all understand it."

"Now our managers can communicate — on at least a limited basis. The class is not very advanced — it's basic, very rudimentary — but at least it shows our deaf population that we care about communicating with them."

HM2 Douglas Inklebarger said communicating with the deaf is a continual learning process. "If you want to say something to a hearing-impaired person, they read more than just your hands. They can pick up the way you express yourself from your facial expressions," he said. "Before the classes, it was hard for me to talk to someone without writing everything out word-for-word. Now I can finger-spell the words if I have to."

The effort to communicate better with its hearing-impaired people is appreciated by NOSTrA's handicapped employees. "Although I haven't had any significant difficulty communicating with my supervisors, their efforts to learn sign language is having a positive effect on the other deaf employees," signed Penny Cecil, a production worker. "I can say I've been able to communicate with the supervisors on a more complex level than in the past."

Another deaf worker agrees. "The improved communication has helped improve my performance and awareness of my responsibilities," signed Daisy Porter, who works in NOSTrA's mail room. "I have a better understanding of the overall job picture. It helps ensure a better work atmosphere with my peers."

NOSTrA has earned praise for its work partnership with the handicapped. "They are the largest federal employer of deaf people on the Hampton Roads peninsula," said Christine Day, rehabilitation counselor for the deaf, at Virginia DRS. "They've gone overboard in making opportunities available to their hearing-impaired employees, especially concerning communication. When I make presentations to other companies and corporations, I use NOSTrA as an example of how well deaf people can work in an industrial environment." □

*Orr is assigned to NIRA Det. 4, Norfolk.*





# A precious gift

## *Donating a second chance to a stranger*

Story by JOC Walton Whittaker, photos by JOC Gwyneth Schultz

**M**atthew Glaser was less than 20 years old when he made one simple, ingenuous decision that changed his life.

Actually, he had more immediate concerns in December 1989. He was studying for final exams at the University of Maryland on his way to a degree in government and politics.

On the spur of the moment, he volunteered to pass out pamphlets seeking help for a teenage girl, a stranger, who needed something

called a "bone marrow transplant." This deed would not take much time. Besides, it was a break from the academic routine — that was all.

"To be quite honest, I knew nothing about [bone marrow transplants]," Glaser admits. "But after reading the pamphlet, and realizing how this technique had saved people, it got me interested."

Glaser had no idea how his life and that of another would end up being affected by a few words in a bro-

chure. His interest prompted him to be tested. He had four tablespoons of blood tested to see if it matched any of the thousands of dying people anxiously waiting for a transplant.

After the initial test, "I was told I was not a match for the girl we were trying to help," Glaser says. "But I was a preliminary match for another individual" — a 34-year-old man, whose name was withheld.

In April 1990, after a second test to substantiate the first, he learned he was a near-perfect match and was asked if he would donate. He agreed. However, he had reservations and concerns regarding the procedure.

"I hate pain terribly," he confessed. "I knew there would be some discomfort. I asked about anesthesia and complications because there are some risks, although the risk factor is very minor. When it came time, there were no surprises."

The road to changing Glaser's life turned quickly. "I was actually excited; I talked to my parents. There was this person who was definitely going to die, and I alone could save his life."

The degree in government and politics did not seem as important to him now.

At 7:45 a.m., July 5, 1990, Glaser was wheeled into an operating room at Georgetown University Hospital. In another state, the waiting recipient teetered on the very edge of life — his immune system destroyed; his hopes and those of his family centered around a college student who was, at that moment, under a local

**Volunteering to help a stranger, Matthew Glaser made a decision that changed his life when he agreed to donate his bone marrow to a dying patient.**





**CAPT Robert Hartzman is head of the Bone Marrow Registry Program at the Naval Medical Research Institute, Bethesda, Md. He has launched an ambitious program to find donors for bone marrow transplants.**

anesthesia, debating the merits of the Boston Red Sox with a surgeon extracting bone marrow with a needle. One hour and 15 minutes later, a bag of Glaser's marrow was aboard an airplane.

CAPT (Dr.) Robert Hartzman, head of the Bone Marrow Registry Program of the Naval Medical Research Institute, Bethesda, Md., and head of the C.W. "Bill" Young Marrow Donor Recruitment and Research Program, described how the transplant proceeded once the bone marrow was received.

"It is the most difficult medical therapy because you have to eliminate any blood-forming ability, putting the patient at great risk. The immune system must be destroyed with chemotherapy before the transplant can take place. That means for two to three weeks before the graft takes, the patient must be kept in a sterilized environment because of the risk of infection.

"An additional problem occurs once the newly-transplanted marrow begins to function. Many patients at this time develop graft vs. host disease, the new marrow causing an immune reaction against the patient's body. If the reaction is strong, anti-rejection drugs are used. The closer the match between the patient and donor, the less chance of graft vs. host disease."

Two weeks later, Glaser was playing tennis and felt happy about the experience after feeling only minor discomfort in his lower back for several days and having trouble getting in and out of bed following the procedure.

"This used to be a treatment of last resort," Hartzman said, "the therapy for desperate cases. In the 1970s, success was rare since the patient was in an advanced stage. Now it is being used much earlier with better results."



That is good news to those suffering from what a few years ago was looked on as fatal and nearly hopeless diseases. Nearly 16,000 Americans each year are afflicted with fatal diseases such as leukemia, aplastic anemia or 58 others with names that might as well be Greek as far as most of us are concerned, not found in your average computer spell-checker. That includes about 200 people a year in the military.

The national registry, kept at the University of Minnesota, has grown

**"Donating bone marrow is an opportunity one person has to save a life, to be a hero."**

to 330,000 people with 40,000 added during a major push when Operation *Desert Shield/Storm* was underway — many of them military members and their families.

The fact that some nerve gases, such as mustard gas, can kill bone marrow caused many people to register for the program. Any threat of war makes the bone marrow donor program important to soldiers and sailors.

Fern Ingber, director of the C.W.

"Bill" Young Marrow Donor Recruitment and Research Program's Donor Center, a national program under the auspices of the Navy, also directs operations for the National Marrow Donor Program for states in the eastern half of the United States.

Ingber works with the severely disabled and knows firsthand about the concerns and changes accompanying donors and recipients — dramatic concerns, changes that succeed or fail.

"Donating bone marrow is an opportunity one person has to save a life, to be a hero," she said. "It is not often that any of us get a chance like that.

"Some donors have a fear of contracting AIDS," Ingber said. "Actually, we use only sterile needles and we use them once and discard them. Some people fear they are going to lose a part of their bone permanently. In fact, marrow is a thick, blood-like substance that is completely replaced by the body."

The procedure is fairly simple, but it can make all the difference in the world to the critically ill patient. It was the simplicity that really struck Glaser.

That realization had also struck someone else full force five years before Glaser. Florida Congressman C.W. "Bill" Young was elected to the House of Representatives in 1970 and has served on Capitol Hill ever since. He had friends in Florida



# Saving a life — it's up to you

Story by JOC Gwyneth Schultz

whose 10-year-old daughter had leukemia and needed a marrow transplant to live. She didn't get it. There were no donors. She died.

Distressed by what he had witnessed, Young returned to Washington, D.C., and, supported by families of such victims from across the country, pushed for legislation to establish a national donor program with donors listed on a computerized registry. He considers it one of his finest accomplishments.

In 1985 the National Institutes of Health (NIH) was urged to start a registry to match potential marrow donors to those critically ill patients needing the life-saving fluid. They turned it down. Young got the funding in the 1986 Defense Appropriations Bill for the program's only willing sponsor — the Navy.

Navy officials developed plans for the registry and saw the program through its first few years, from concept to reality. In late 1987 the first marrow transplant from a registered donor occurred. In 1989 NIH assumed responsibility for the program from the Navy and now runs it as a non-profit organization.

One month after Glaser donated his marrow, he got the news from a marrow donor official. Sitting down, face to face, he was told that the patient, despite the therapy, had died. It took a moment to sink in, but Glaser had long since changed.

"I knew it might not succeed," he said. "But if I hadn't done it, I would have had the burden of always knowing that I did nothing to help. I couldn't let that happen."

As Hartzman said, "It's like jumping into a pool of water where someone has fallen in and is drowning. You do your best to save them."

Today, Glaser works for the National Marrow Donor Program. He has now graduated — in more ways than one. □

*Whittaker is assigned to Bureau of Medicine and Surgery, Washington, D.C.*

Matching bone marrow donors to recipients is a multistep process. First, a blood test is performed to identify a person's human antigen leukocyte (HLA) type or "tissue type." Once the HLA type is known, this information is then entered and maintained in a data bank. When a data bank researcher from the National Marrow Donor Program identifies a match, the individual is contacted for additional tests and to make a final decision about becoming a donor.

If you want to be a donor, that's great, but potential donors have the legal right to withdraw at any time. However, once a match has been made and the patient has started the radiation or chemotherapy treatment required for marrow transplant, there is no turning back. At that point, there is a moral obligation to proceed, as the patient would almost certainly die without the transplant.

Marrow is collected during a hospital procedure performed under general or spinal anesthesia. The procedure lasts about 45 minutes. Using a syringe, approximately 3 to 5 percent of the donor's marrow is extracted from the pelvic bones. Typically, an overnight hospital stay is advised. The donor's body replaces the marrow naturally within a few weeks.

Donors typically experience discomfort and tenderness for a day or two, depending on the person. Most donors are back to their usual routines after a few days.

To date, no donors have experienced any long-term adverse effects; yet, as in any medical procedure, a certain amount of risk exists, primarily associated with the use of anesthesia. However, the risk is very low.

All costs associated with marrow donations are charged to the recipient or to the recipients' insurance

company. Some donor costs, such as initial HLA-typing, child care or loss of salary during the marrow donation procedure and recovery period may not be covered. As a military donor, all costs for the tests and HLA-typing is covered through congressional funding. Other costs, such as child care, are covered through the recipient's fees. Because the donor is very special and considered a hero in the program, special efforts are made to make sure the member is taken care of. The military spouse or close family members are put in a hotel near the center where the procedure will take place.

After the marrow is collected, it is immediately transported to the recipient's hospital. The patient will either receive the marrow immediately or after it has been processed to better prepare it for the transplant. The patient receives the transplant intravenously, in a procedure similar to a blood transfusion. There is virtually no pain during the transplant.

Generally, donors do not meet their marrow recipients. Donors are told about the recipient's condition and are welcome to contact the coordinator for updates. After the recipient has been discharged, if both parties independently wish to communicate, the donor and transplant centers can help coordinate arrangements.

Why donate? This can be answered only by each individual. There is no monetary reward, no plaque or medal. There is simply the satisfaction of giving another human being the gift of life.

For additional information about registering to become an unrelated marrow donor, please contact the coordinator at the nearest military medical center. □

*Schultz is assigned to Naval Support Force Antarctica, Port Hueneme, Calif.*





# "Thanks for the memory"

## *A Marine remembers his "desert docs"*

*Editors note: On Feb. 24, 1991, Lance Cpl. Rich Musicant was severely wounded by an enemy mortar round during combat operations in Operation Desert Storm. He was rescued by two Navy corpsmen who carried him off the battlefield and then stabilized him for transport to field medical facilities. On the mend and working as a staff writer for the Naval Hospital San Diego newspaper, the Dry Dock, Musicant wrote this story to show his appreciation for all Fleet Marine Force corpsmen.*

For many Marines "Doc" is just a long-haired, pistol-toting sailor with a funny green bag. However, to any field Marine who's served with a corpsman, Doc is an indispensable part of the team, one who, for some unknown reason, loves "Jarheads" and will do anything to protect their lives.

A Marine unit without corpsmen is like a car without seatbelts.

Hospitalman Tony Martin checked me into 3rd Battalion, 9th Marines (3/9) in June 1990. He was talkative and, to say the least, charismatic. But Tony wasn't very good at drawing blood. He left a bruise on my arm which lasted two weeks. I didn't know it then, but eight months later he would personally yank me from the brink of death.

It wasn't long after my check-in that my unit deployed to Saudi Arabia. Shortly after arriving, our section received its corpsman, Hospitalman Rob Parcells, complete with Oakleys and a big bowie knife.

As a radio operator for our 15-man *Dragon* missile team, I spent most of my time with Doc in the headquarters element. We became close

Story by Lance Cpl. Rich J. Musicant

friends in a short period of time.

Doc went everywhere with us. It wasn't long before he could do everything we did. Whether it was an M-16, M-249 or even the M-60E3, he could handle a weapon as well as any good field Marine. He also learned land navigation and radio procedures, and it wasn't long before he knew the *Dragon* anti-tank missile system inside and out.

As time went on, we started to conduct desert operations. We made tactical movements which went on for what seemed like endless miles. When we finally did stop, everyone dropped to the ground exhausted —

**"A Marine unit without corpsmen is like a car without seat belts."**

everyone except the corpsmen who dropped their packs and proceeded to walk up and down the line.

"I want to see every man pound down a quart of water, now," Doc would say. "I want to see everyone's feet, and then I want to see dry socks on them."

Officers, enlisteds and junior Marines alike, did exactly as Doc said. For the moment, he was in charge. Only after checking every pair of feet did he finally sit down and take a break himself.

As we drew closer to the impending ground offensive, we became anxious. One evening, as we shivered at an observation post, we talked about our fears and anxieties.

"I'm scared, too," Doc said to me,

"But I'll tell you this . . . we're in this together. And as long as I have a breath in my body, we're all going home."

On the night of Feb. 23, we boarded our vehicles and rode into history. The ground offensive was about to begin, and Marines were on the move. As always, right alongside us were our corpsmen.

It wasn't until late the next day that we made contact with the enemy. No sooner had we dismounted, when we saw Iraqi soldiers running towards us, hands high in the air. We had 20 prisoners and more approaching.

"It can't be this easy," I thought to myself as I ran toward a group of frantic Iraqis. I soon realized I was right.

There was a loud bang behind me, and suddenly I felt a burst of heat. I went tumbling across the sand. As soon as I came to a stop I tried to stand. My left leg gave out beneath me and felt as though it had fallen off. My ears were ringing, but I could still hear the vicious hail of automatic weapons fire all around me. The ground shuddered with the impact of what could only be incoming mortar fire.

My leg was shattered, possibly even gone. The radio on my back held me pinned to the ground; my rifle was trapped beneath me. As hot, wet sensations filled my lower body, I knew I was bleeding. The whole time I kept screaming, hoping and praying for help.

Suddenly, out of the chaos, came two corpsmen, Doc Martin and Doc Parcells. Despite the firefight which raged around us, Martin ran full speed to where I lay wounded.

He dropped to the ground in front



**Lance Cpl. Rich Musicant (left) is joined by HN Tony Martin (right) and HN Rob Parcels during a ceremony awarding Musicant the Purple Heart.**

of me and his eyes went wide. He immediately slapped a large battle dressing to my leg.

He yelled out for help, but everyone was involved in the battle. There was no time to wait. Getting to his feet, Martin grabbed hold of my web gear and pulled me up, throwing me over his shoulder, gear and all. Then he began to run for the medevac vehicle almost 100 meters away. The whole time I was begging him to put me down.

"Just hang on," he kept saying, "We're almost there."

As Martin laid me on the ramp of the vehicle, Parcels joined him. The back of his flak jacket and helmet were shredded from multiple shrapnel hits. Miraculously, he was unhurt. When he realized it was me, there was an instant look of shock on his face. Then the cool professional took over. Parcels went to replace the blood-soaked dressing on my leg. The moment he removed the dressing, his hands and arms were showered in a crimson spray. I tried to prop myself up to look at the wound. But before I could see it, Parcels pounded me in the chest with his palm, pushing me back down.

"Don't look at it!" he said. "If you look at it, I'll kick your ass." As fast as they applied the battle dressings, they became soaked with my blood. By the fourth dressing, Martin was ready to use a tourniquet. That would have stopped me from bleeding to death — it might have also cost me my leg. Parcels insisted they try one more dressing first. He placed it over the wound and pushed it in with his fist. Finally, the bleeding slowed.

The rest of the wounded were loaded up, and I was placed on a litter. The morphine was starting to take hold, and I was rapidly sliding into shock.

As the ramp started to raise, I yelled to Parcels with what strength

I could muster, "Thanks Doc, I love you man, you're the greatest. . ."

Grabbing my rifle he looked back at me. I saw his eyes starting to well with tears, "I love you too, Jarhead, I'll see you stateside."

It was a rough road ahead for me, and I'd later learn that I'd nearly died and almost lost my leg. My femur was broken and the artery had been damaged. But thanks to many Navy medical professionals I am walking again after only a few months.

Many Marines don't truly appreciate their corpsmen. They believe corpsmen only give shots and take

vital signs. But any seasoned field Marine will tell you how important the "Doc" is to the team.

I know I never would have made it off the battlefield that day if it hadn't been for my two Navy corpsmen, and I thank God every day they were there to save me. □

*Tony Martin is now a Hospital Corpsman 3rd Class serving with the 3rd Assault Amphibious Battalion at Camp Pendleton, Calif. Rob Parcels, also an HM3, is currently attending Operating Room Technician School at the Navy School of Health Sciences in Oakland, Calif.*



U.S. Navy Photo





# Exercise care

## Balikatan '91: *Friendship in the Philippines*

Story and photos by PH2 M. Clayton Farrington

**M**ore than 300 members of the U.S. Armed Forces recently converged on the Republic of the Philippines to take part in the largest yearly joint exercise between the two countries, *Balikatan '91*.

While joint military exercises usually evoke images of multinational teamwork, camaraderie and friendship, *Balikatan '91* added "caring" to the list.

During this year's exercise, the work performed by military physicians and engineers of both countries to heal and rebuild the lives of Mount Pinatubo victims in the Luzon countryside largely overshadowed the normal military activity associated with the annual operation. As the opening ceremonies began at Fort Bonifacio, the Philippine military facility in Manila, the medical/civic action platoon was already in place at base camps in the

towns of Iba and San Clemente in Zambales province, and Fort Magsaysay, north of Manila.

Amid a sea of nipa leaves and tarpaulin roofs, two large buildings at the Palauig Evacuation Center near Iba served as medical and dental centers for more than 1,500 Mount Pinatubo victims. The doctors, nurses and interpreters inside helped nearly 800 people a day.

"We've pulled an average of three teeth from everyone who has come in this morning, young and old," said Senior Chief Dental Technician Henry Cuiilty from the Naval Dental Center, Subic Bay. "It usually costs too much for these people to get their teeth pulled, so they

**Top:** LT Tina Key examines an elderly resident of the Palauig Evacuation Center near Iba, Republic of the Philippines. The camp, used by 1,500 Mount Pinatubo victims, is one of four that were the focus of humanitarian relief efforts.





**Left: U.S. Army Pfc. Norman Carreaus (left) and Cpl. Gabriel Goma of the Philippine navy, help construct a municipal building for a new village.**

learn to live with pain. It's nice that we can come here and alleviate that pain." Cuilty also has the daunting task of getting medical history and giving anesthesia to hundreds of patients.

CDR Lach Noyes from Okinawa took a break from the morning's busy schedule to take stock of the situation.

"The Philippine government did a good job building the refugee camp," he said. "We have yet to see anyone deathly ill. Most of the children seem fairly healthy — it's just a question of hygiene. It's been an excellent experience so far. The children are really beautiful."

"This is the opposite of having high-tech monitoring and everything at your fingertips to help these people," said LT Tina Key, a Navy nurse. "The Filipino people are so accommodating and nice, but communication can be a problem. So far, I've had interpreters to help me, and they are wonderful," she said.

"We had a similar mission last year, and it has always been a success — mainly because the medicines were

**"We will work together for the common good of the people that are strong allies of the United States."**

always effective," said 2nd Lt. Junior Pobre, a Philippine Navy nurse working alongside the Americans. In addition to medical relief, food for 20,000 people in the form of Meals-Ready-to-Eat (MREs) were distributed to the thankful villagers.

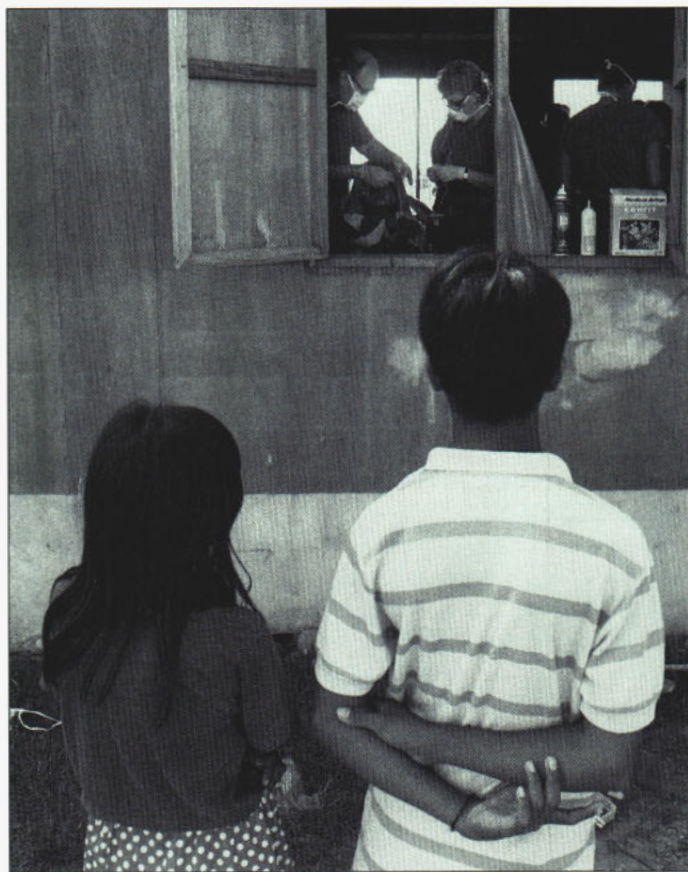
"We are grateful for what the American and Filipino military has done for us, and I can't wait to move into a new *barangay* [village]" said Julio Irellano, a *barangay*

councilor who had to flee his village during the June 1991 eruptions of Mount Pinatubo.

"The purpose of the exercise this year is to provide humanitarian assistance to displaced Mount Pinatubo victims. The total population treated will be around 26,000 people," said Army Lieutenant Colonel Anthony Hermes, civilian/military operations task force commander for the American side of *Balikatan '91*. "We will work together for the common good of people that are strong allies of the United States. We are fortunate to be able to come out here to provide services for the Philippine government and people."

Air Force Lt. Col. Barbara McColgan, a visiting Pentagon observer, had this to say: "The military provides a ready pool of people who have a lot of talent. These programs help our military train, prepare and work on things we have to do in a purely military environment. In fact, using the military for humanitarian and civic assistance may be the most important thing that we will do in the future." □

*Farrington is assigned to 7th Fleet Public Affairs Representative, Subic Bay, Republic of the Philippines.*



**Right: Youngsters at the evacuation center watch a friend having a tooth pulled by the Americans.**





# "All corpsmen do is skate"

Editorial by HM2 Mark J. McClellan

*We at All Hands get to see nearly every base newspaper published in the Navy and Marine Corps. We frequently get ideas and leads for stories from these papers. The following article, a first-person account of everyday life as a Navy hospital corpsman, is such a feature. It first appeared in Marine Corps Recruit Depot San Diego's base paper, The Depot. — ed.*

All you ever do is skate! You guys never do any work. I wish I had an easy job like yours!" We corpsmen hear those comments every day and put up with endless kidding about our "easy" job. I hope to clear up some of the myths about my job and just how "easy" it is at times. A machinist's mate once told me that if you did not have greasy hands, you were in a "skate rate." And we all know that corpsmen never get their hands dirty.

But just how easy is it being a hospital corpsman? Working around pain, suffering and, many times, death has never been easy for me. Here are some personal examples:

I had been a corpsman for two months when a 3-year-old boy died in my arms one Christmas Eve. He died of Tay-Sachs disease; an incurable illness that strikes only very young children. I was about to become a father myself.

A 38-year-old woman who had undergone several operations to arrest cancer lost the battle against that disease on her birthday. She left behind a husband and five children, the youngest was 18-months old. Her husband was a Marine Corps master sergeant.

I had pictured all Marines as "towers of strength" incapable of showing any emotion. When I saw him in tears that day, I realized that the men in our toughest fighting outfit were also very human, and that I was

ignorant in assuming otherwise. I had a lot to learn.

When I was assigned to the Marines, one of my first duties was with an ambulance crew. My first run was to a grenade range where a drill instructor and a recruit had been killed by a hand grenade. The scene was the most sickening thing I've seen to this day. There were some very lucky recruits though, because a heroic drill instructor gave his life so they would not be killed.

And then there was the recruit who ended his life with a rifle bullet through his head; the pilot who ejected from his aircraft when it went sideways and skipped like a pebble 300 yards down the runway, and the baby who was beaten by his parents because he would not stop crying. He died. I could go on, but I hope I've made my point.

Many people see us when we are not working. To tell the truth, I'd rather not have to work, because when I work, one of my shipmates is either sick or injured. Even though I have to accept it, I have never gotten used to seeing people hurt. If a person thinks a corpsman's job is "skating," why don't they try it? Grease and blood both wash off, but do you remember the times that your hands were dirty? I can recall every time I've had blood on my hands and even though it washes off, it's hard to forget.

I love my job, and I am proud of what I do. I put up with ignorant comments every day about my job, but to be called "Doc" means the world to me. Especially when a shipmate would rather see his "doc" than go to the dispensary.

So if I skate, or am out of work, it's your fault. (Keep it that way, please.) But, should you decide to bring business my way, I am ready and waiting to serve you. □

McClellan is a hospital corpsman at the MCRD Branch Medical Clinic, San Diego.







# Climbing corpsman

*Going that  
extra 300 feet  
to help someone*

Story and photos by Bill Doughty

**P**icture the Super Dome — or any football field: 300 feet long. Now, imagine this distance straight up. That's how far Senior Chief Hospital Corpsman Esther Lee, an independent duty corpsman assigned to Naval Hospital Yokosuka, Japan, had to climb to provide assistance to a member of the Air Force's 1849th Electrical Installation Squadron in October.

Air Force Sgt. Tracy D. Brown, leading his team, was dismantling a tower at the Naval Radio Transmitting Facility, Totsuka, Japan, when the tactical crane rigging used to lower tower sections collapsed. The broken section smashed into Brown, fracturing his shoulder, a rib and inflicting numerous bruises and abrasions.

Lee was on duty at the one-person Totsuka Naval Branch Medical Clinic when a call came in: "Doc, we need you. Somebody is hurt and trapped on the tower," said an anxious voice. Lee grabbed her rescue bag and headed to the tower.



"You just mentally start a checklist of things you need to know," said Lee. "Was [the victim] knocked unconscious? Is he unconscious now? Is there active bleeding?"

When Lee got to the tower she looked at the patient with binoculars but was unable to make a good assessment from the ground. "That's when I made the decision to climb the tower," she said.

Was she afraid of heights? "That's the first question [the command master chief] asked me. I didn't know, but that wasn't a considera-

tion," she said. "Don't misunderstand, I did not want to climb the tower. But I wasn't comfortable staying on the ground, not knowing what kind of shape he [Brown] was in."

Lee was fitted with a climbing belt and briefed on safety procedures. Because of the patient's harness and his co-workers' careful procedures, further injury to Brown was prevented.

After the safety briefing, Lee began her ascent. "I never looked up. Looking down was not a problem, but I never looked up because I didn't



**Opposite page: HMCS Esther Lee stands at the base of the tower she climbed to render aid. Right: Lee visits Air Force Sgt. Tracy D. Brown at the U.S. Naval Hospital, Yokosuka, Japan.**

want to see how much farther I had to go."

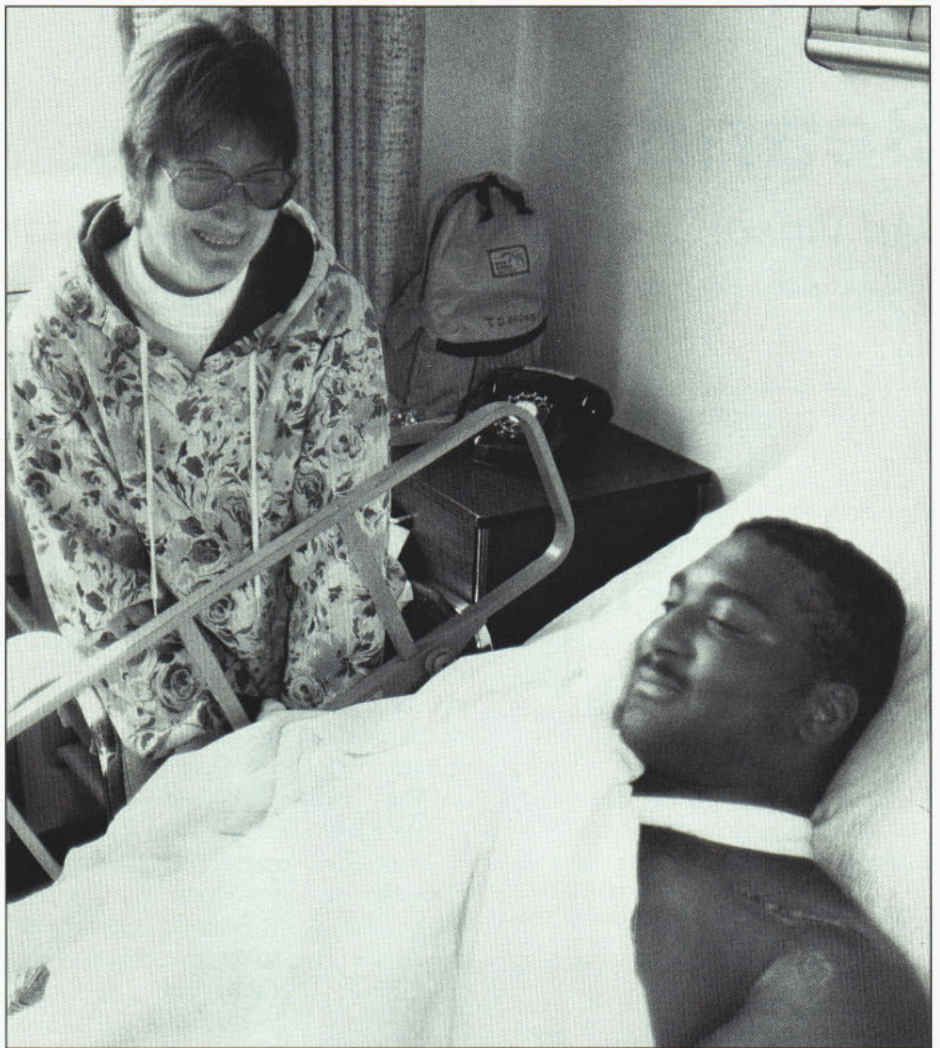
When she reached the patient, she quickly attached her safety strap and stayed hooked up. She tried to keep the patient talking to make sure he was not too "shocky" and to establish his level of consciousness. She used a knife to cut open his shirt, checked for open fractures and active bleeding, and did as good and as thorough an evaluation as was possible under less than ideal circumstances.

"He was doing very well, but he was in extreme pain and it would have been impossible for him to climb down," she said. Lee decided to bring up a Stokes litter (combat-style stretcher) by drawline and have the patient lowered by pulley. Because the platform was so small, the litter had to be propped up and Brown backed into it from a standing position. Lee immobilized him and put a cervical collar on him. She started her descent to meet the patient on the ground and "basically, to get out of the way."

She and the ambulance crew from the Atsugi Naval Branch Medical Clinic then made a thorough second assessment of Brown. The crew took his vital signs and determined that his injuries were not life threatening. Brown was then whisked to the U.S. Naval Hospital at Yokosuka, where he was admitted and recuperated.

After the ambulance was on its way to the hospital, Lee returned to the tower, looked up and thought, "My God, I was up there?"

Lee said she'll never forget the feel of the wind and the view, looking down on 10-story buildings. "You can see a long way from up there. You can see all over. Afterward was the shaky time. I still can't believe I climbed up that tower."



Later she said, "I'm glad I could be of assistance at a time when I was greatly needed. Every time you go through EMT (Emergency Medical Technician) training, in the back of your mind you think, 'I hope I never have to use this.'"

She tells junior corpsmen, "If you're lucky, you'll spend your whole time in the Navy without rendering life-saving support to anyone, but you must be prepared . . . and, I would add, maintain personal physical readiness." She credits her daily running and active fitness regimen with helping her climb the tower quickly and easily.

"After I came down, three different guys came over to shake my hand. They said, 'Jeez, Doc! We can't believe you did it.'" That night she went to Yokosuka to bowl in the weekly hospital bowling league and stopped by to check on Brown. In fact, Lee visited Brown several times

during the week immediately after the accident.

"She didn't think about the obstacles," said Brown from his hospital bed, as Lee stood by. "She has more courage than some of the people I work with, especially since she is not certified to do that type of work [climbing towers]."

"I've decided not to get certified," Lee added with a laugh.

"You're certified now," Brown said, looked up at Lee and added, "Thanks for being there. I don't think I would have made it . . ."

Military members — Air Force, Marines, Army, Navy — trust Navy hospital corpsmen. Lee said, "Even when you're in a situation when you're not doing something overtly for a person, the fact that you're there is a comfort." □

*Doughty is PAO, U.S. Naval Hospital Yokosuka, Japan.*



# Bearings

## Carl Vinson sailors' training enables child to save mother's life

A sixth-grade Bremerton Middle School (BMS) student in Bremerton, Wash., recently used cardiopulmonary resuscitation (CPR) and the Heimlich maneuver training she received just days before from USS *Carl Vinson* (CVN 70) instructors, to save her mother's life.

"A piece of meat was stuck in my throat and I couldn't breathe," said Sherry Yates, mother of 11-year-old Thyra Waltner. "Thyra asked if I was choking, and all I could do was nod my head."

"I pulled her up out of her chair and got behind her," Thyra explained, "and I did the Heimlich

maneuver. I knew what I was doing, but I was still scared."

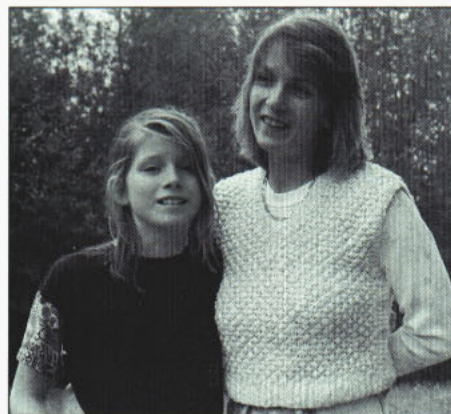
After three attempts, the food dislodged and Yates was able to breathe freely again. "I'm kind of small, so Thyra had no trouble," Yates said. "I'm just thankful she was here, and I'm especially thankful she got this training."

The aircraft carrier adopted BMS in January 1991 as part of its community service program, and since then her crew has been involved in several projects to aid local youth. Thyra received her training as part of an effort by *Carl Vinson* sailors to get the entire BMS student body qualified to help save lives.

"This idea originated last year when our health teachers wanted to teach CPR to our eighth-graders," said Anita Gisi, a teacher at BMS and coordinator of the program. "Then, when *Carl Vinson* adopted the school and the [CPR training] mannequins became available, the program just took off. The kids here were really enthusiastic about the program from the beginning. Obviously the training was well received in Thyra's case."

Thirty *Carl Vinson* sailors volunteered to train the students during a three-week period, but at least one of them was surprised that the program worked exactly as designed. "I never expected a sixth-grader to really use the training," said Dental Technician 1st Class Joseph A. Phillips, one of the instructors who taught Thyra's class. "I thought spreading the knowledge and getting parents involved was more important than the training itself."

He was thrilled, however, to discover he was wrong. "I was in the school lunch line the next week, when Thyra came up and told me what happened," he explained. His



**Thyra Waltner and her mother, Sherry Yates, share a special moment together outside their Bremerton, Wash., apartment.**

job that week was to teach the seventh-graders what the sixth-graders had already learned. "One person using that training makes all the effort worth it. It's such a joy working with kids."

LT Gary L. Hatfield, *Carl Vinson's* physician's assistant and an instructor supervisor for the training program, feels this type of training is very important. "I've been doing this for 10 years, and I teach with the idea that the students are going to use this training on me. If I teach with that in mind, they are sure to pass the course. This is no joke."

According to Yates, Thyra was excited about receiving CPR training even before the classes began, and she was ready to prove its worth when the crucial moment arrived. "She had seen the Heimlich maneuver done before, and said if anything ever happened to me she would know what to do," Yates explained. "We just didn't expect it to happen so quickly." ■

*Story and photos by JO2 Ray Mooney, USS Carl Vinson (CVN 70).*

**HM2 Michael S. Reid receives the Heimlich maneuver from a Bremerton Middle School student. Reid and about 30 other USS *Carl Vinson* personnel helped qualify the entire student body in CPR.**





# Bearings

## Medevac of pregnant woman saves both mother and child

Thanks to the efforts of a search and rescue (SAR) crew from Helicopter Combat Support Squadron (HC) 5 at Naval Air Station Agana, Guam, there's a new life on the nearby island of Rota.

One night last September, doctors from Rota called the Coast Guard Rescue Center requesting emergency transportation of a patient. Shirley Villanueva, 34, was having serious complications with delivery of her unborn child — the baby was positioned in such a manner that it could possibly strangle itself on the umbilical cord. Hours of labor were taking their toll on both mother and child. Without the services of a large medical facility, the baby probably wouldn't live.

The rescue center relayed this information to HC 5 along with a request for a SAR crew and helicopter at 10:30 p.m. In less than 15 minutes, HC 5 was buzzing with activity as pilots, air crewmen, a SAR doctor and a corpsman prepared for their lifesaving flight.

Weather was bad. The cloud ceiling was about 800 feet and dropping steadily. Torrential rain only made matters worse.

Hospital personnel in Rota wanted the patient taken to the Commander Naval Forces Marianas Islands hospital on Saipan, but after a telephone consultation between the hospital, SAR doctor LT Brad Nordyke and helicopter commander LT Danny Jaffer all agreed it was in the best interest of mother and baby that they be taken to the naval hospital on Guam.

Nordyke made all the necessary arrangements between hospitals. Meanwhile, rescue air crewmen Aviation Machinist's Mate 3rd Class Richard Payne and Aviation Structural Mechanic (Structures) 2nd



Class Jorge Quiroz, rescue swimmer AMS3 Arthur Durning, Hospital Corpsman 1st Class David Constantine and maintenance personnel readied the HH-46D *Sea Knight* helo for launch. They departed for Rota on their mission of mercy, code-named "Rescue 00," under decreasing weather conditions.

"It was essentially an instrument takeoff," said Jaffer, "something we practice a lot at sea, but not that much on shore. We planned to go up to 2,300 feet, but with the cloud layer much lower than that, we decided to stay around 1,600 feet where we could still see some [of Guam's] lights."

With the help of Guam approach control, the crew was able to spot Rota 20 minutes after takeoff.

The next concern was the intended landing area in Rota. The hospital staff there didn't want to risk transporting Villanueva across the island to the airport. They requested the helo land in an unlit field near the hospital.

**Safe and sound, the proud mother, Shirley Villanueva, and daughter Sherlyn recuperate in the naval hospital surrounded by their rescuers.**

Jaffer requested Rota's police and fire departments to illuminate the landing zone with flashing lights and vehicle headlights. "The zone was lit really well," Jaffer said. "It looked like something out of the movies. Those folks at Rota did a great job!"

After loading the patient, the attending physician and a relative, Rescue 00 arrived within 25 minutes at Guam's naval hospital's helo pad.

With no time to waste, Villanueva was rushed into the operating room for an emergency Caesarean section, where 5-pound, 10-ounce Sherlyn Villanueva was born. According to Nordyke, who assisted in the delivery, if the helo had been delayed "another 15 minutes, the child may not have made it." ■

*Story provided by Commander U.S. Naval Forces Marianas public affairs office. Photo by PHAN Scott T. Wenger.*



# Mail Buoy



U.S. Navy photo

**U.S. Navy Band Guam, 22nd South Pacific Forum U.S. Air Force Civic Action Team Camp performs for area residents.**

## Keeping with the beat

The article in the November 1991 issue of *All Hands* magazine, covering the Navy's involvement in the 22nd South Pacific Forum, did not mention the involvement of a 10 member unit from the U.S. Navy Band stationed on Guam. The group, "Sea Level," performed 25 concerts in 11 days for more than 6,000 people. These concerts included rock, jazz, country and ceremonial music and were performed during USS *Racine's* (LST 1191) daily visiting hours and at various schools and community centers. The band received a warm reception from the people of Pohnpei and will remember this tour as one of our best public relations events.

—MU2 Stephen J. Trzcinski  
U.S. Navy Band, Guam

## We were there

USS *Comstock* (LSD 45) is currently deployed on *West-Pac '91*. This is our first overseas deployment, and we are a very proud crew of roughly 400 sailors and 400 Marines. We just received the October 1991 "Fiery Vigil," issue of *All Hands*. I read the article titled "Mother Nature's Fury." The article was quite interesting and accurate in naming the ships involved in this operation. But, we were also involved in this operation. We rescued 975 evacuees from Subic Bay and transferred them to Cebu.

I think that our efforts would have considered us a valuable help to the *Fiery Vigil* operation.

To us on board the mighty warship USS *Comstock* (LSD 45), we considered *Fiery Vigil* a major operation to have participated in for a newly built ship. Our captain, CDR R.H. Howe, was very proud of us, and we are proud of ourselves.

—SK3 Robert Gonzalez  
USS *Comstock* (LSD 45)

## Reunions

• **USS Betelgeuse (AK 260)** — April 23-26, Charleston, S.C. Contact Arthur Miller, 8612 Delhi Road, North Charleston, S.C. 29418; (803) 797-7727.

• **USS Dalhart (PC 619)** — April 29-May 3, Charleston, S.C. Contact Ray Goin, 1 Concord Place, Morris Plains, N.J. 07950; (201) 539-0125.

• **USS Yosemite (AD 19) Association** — May 14-17, Portland, Maine. Contact Edward Bean, RFD #1, Box 1548, South Paris, Maine 04281.

• **USS Diphda (AKA 59)** — May 1992, Pensacola, Fla. Contact Tom Coogan, 21632 Chipmunk Trail N., Woodhaven, Mich. 48183.

• **Battle of Midway** — June 3-7, San Diego. Write to: Operation *Friendly Invasion*, P.O. Box 234, Wayne, Pa. 19087-0234.

• **USS Tillman (DD 641)** — June 3-7, Charleston, S.C. Contact Joe Romea, 12013 Wintercrest Drive, No. 282, Lakeside, Calif. 92040-3764.

• **VP/VPB 53, World War II pilots and crew** — June 4-6, Memphis, Tenn. Contact Charles E. Smith, 321 Greenwood Drive, Paris, Tenn. 38242; (901) 642-6759.

• **Destroyer Division 59/60** — USS *DuPont* (DD 152), USS *Bernadou* (DD 153), USS *Ellis* (DD 154), USS *Cole* (DD 155) and USS *Dallas* (DD 199) — June 4-7, Cody, Wyo. Contact Richardson Prouty, 335 Main St., Spencer, Mass. 01562; (508) 885-2894.

• **USS McCook (DD 496/DMS 36)** — June 5-7, Everett, Wash. Contact Dan O'Connell, 451 E. Carroll Ave., Glendora, Calif. 91740; (818) 963-1020.

• **USS Salute (AM 294)** — June 5-8, Memphis, Tenn. Contact James D. Johnston, 2705 Underwood Ave., Ainsworth, Iowa 52201; (319) 657-2263.

• **Ground Controlled Approach personnel** — June 11-14, Overland Park, Kan. Contact Al Struck, 535 N.W. Silver Glen Lane, Bremerton, Wash. 98310; (206) 698-2282.

• **Association of Aviation Ordnancemen** — June 12-14, Las Vegas, Nev. Contact F.L. Thill, 1103 Myra Ave., Chula Vista, Calif. 91911; (619) 425-9399.

• **USS Bearss (DD 654)** — June 12-14, Columbus, Ohio. Contact E.E. Hartman, 3359 Moss Hollow Road, Chillicothe, Ohio 45601; (614) 663-5996.

• **USS Cleveland (CL 55)** — June 13-16, Cleveland, Ohio. Contact Robert W. Hemming, 5625 Finley Drive, Port Orange, Fla. 32127.

• **USS Milwaukee (CL 5)** — June 17-21, Mountain Home, Ariz. Contact Albert E. Hensley, 29 Roman Ave., Staten Island, N.Y. 10314; (718) 761-8925.

• **USS Allen M. Sumner (DD 692)** — June 18-21, Tidewater, Va. Contact Joe Gall, 56 Amsterdam St., Tonawanda, N.Y. 14150; (716) 692-2697.

• **USS General Robert L. Howze (AP 134) and USS Newport (LST 1179)** — June 18-21, Hickory, N.C. Contact Larry Eckard, P.O. Box 5145, Hickory, N.C. 28603; (704) 256-6274.

• **USS Callaway (APA 35)** — June 22-27, St. Louis. Contact R.L. Stambach, 4283-B Island Circle, Fort Myers, Fla. 33919-4427; (813) 481-0359.



# ALL HANDS Photo Contest

The *All Hands* Photo Contest is open to all active duty, reserve and civilian Navy personnel in two categories: **Professional** and **Amateur**. The professional category includes Navy photographer's mates, journalists, officers and civilians working in photography or public affairs.

**All entries must be Navy related.** Photos need not be taken in the calendar year of the contest.

Competition includes single-image feature picture and picture story (three or more photos on a single theme) in black-and-white print, and color print or color transparency. No glass-mounted transparencies or instant film (Polaroid) entries are allowed. Photo stories presented in color transparencies should be numbered in the order you wish to have them viewed and accompanied by a design layout board showing where and how you would position the photographs.

There is a limit of six entries per person. Each picture story is considered one entry regardless of the number of views.

Minimum size for each single-image feature picture is 5 inches by 7 inches.

All photographs must be mounted on black 11-inch by 14-inch mount board.

Picture stories must be mounted on three, black 11-inch by 14-inch mount boards taped together, excluding photo stories entered as transparencies.

Please use the entry form below and include the **Title** of the photograph and complete **Cutline** information on a separate piece of paper taped to the back of the photo or slide mount.

Certificates will be awarded to 1st, 2nd and 3rd place winners as well as Honorable Mention in each of the categories. Winning photographs will be featured in *All Hands* magazine.

**Entries will not be returned to the photographer.**

For more information about the *All Hands* Photo Contest, contact PH1(AW) Joseph Dorey or JOCS Robert Rucker at Autovon 284-4455/6208 or commercial (703) 274-4455/6208.

**ALL ENTRIES MUST BE RECEIVED NO LATER THAN SEPT. 1, 1992.**

**For each entry, please indicate in which category and group you are entering the photograph. Attach a completed copy of this form to your entry.**

## Single-image feature

- ☐ Black-and-white print  
☐ Color print or transparencies

- ☐ Professional  
☐ Amateur

## Photo story

- ☐ Black-and-white  
☐ Color print or transparencies

Name: \_\_\_\_\_

Rate/rank: \_\_\_\_\_

Command: \_\_\_\_\_

Address: \_\_\_\_\_

\_\_\_\_\_

Phone: \_\_\_\_\_

Title of Photo: \_\_\_\_\_

Send entries to:  
*All Hands* Photo Contest  
Navy Internal Relations Activity  
601 N. Fairfax St., Suite 230  
Alexandria, Va. 22314-2007



